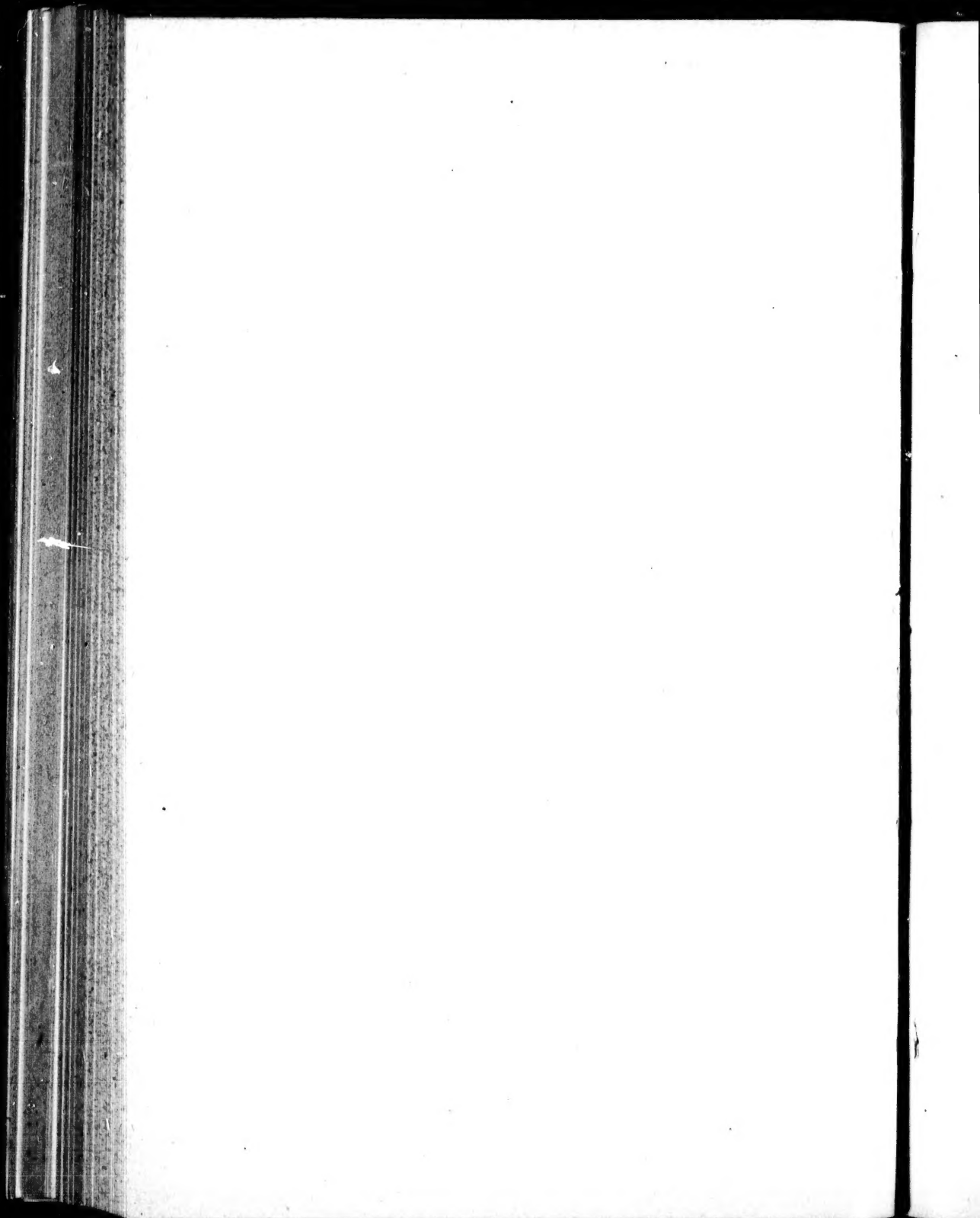




ELEVENTH

ANNUAL REPORT

—OF THE—

BRITISH COLUMBIA

BOARD OF TRADE

FROM 5TH JULY, 1889, TO 11TH JULY, 1890.

OFFICE : BANK OF B. C. BUILDING, VICTORIA, B. C.

INCORPORATED OCTOBER 28, 1878.

VICTORIA, B. C.,
"THE COLONIST" STEAM PRINTING HOUSE.
1890.

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OFFICERS.

ROBERT WARD, Esq., J. P.,	-	-	-	PRESIDENT.
THOMAS B. HALL, Esq.,	-	-	-	VICE-PRESIDENT.
F. ELWORTHY, Esq.,	-	-	-	SECRETARY.

COUNCIL (12).

R. P. RITHET, Esq., J. P.
M. T. JOHNSTON, Esq.
JAMES FELL, Esq.
THOS. EARLE, Esq.
A. C. FLUMERFELT, Esq.
E. A. McQUADE, Esq.
D. KER, Esq.
J. H. TURNER, Esq., M. P. P.
H. F. HEISTERMAN, Esq.
F. BOURCHIER, Esq.
A. B. GRAY, Esq.
W. F. BULLEN, Esq.

ARBITRATION BOARD (12).

R. P. RITHET, Esq., J. P.
M. T. JOHNSTON, Esq.
JAMES FELL, Esq.
THOS. EARLE, Esq.
A. C. FLUMERFELT, Esq.
E. A. McQUADE, Esq.
D. KER, Esq.
J. H. TURNER, Esq., M. P. P.
H. F. HEISTERMAN, Esq.
F. BOURCHIER, Esq.
A. B. GRAY, Esq.
W. F. BULLEN, Esq.

MEMBERS.

Name.	Occupation.	Residence.
Bales, Jas. Chestney	Public Accountant	Victoria
Baker, Col. J., <i>M. P. P.</i>	Farmer	Kootenay
Barnard, F. S.	Victoria Transfer Co.	Victoria
Bechtel, A. J.	Ship Owner	Victoria
Bullen, W. F.	Accountant	Victoria
Bourchier, F.	Land Agent, etc.	Victoria
Burns, Gavin H.	Manager Bank B. N. A.	Victoria
Byrnes, Geo.	Auctioneer and Com. Mer.	Victoria
Bourchier, Francis	Land Agent, etc.	Victoria
Caton, J. A. T.	Merchant	Victoria
Clarke, Wm. R.	Harbor Master, etc.	Victoria
Croasdaile, H. E., <i>J. P.</i>	Land Agent	Victoria
Cowan, M. H.	Merchant	Victoria
Davie, Theo., <i>Q. C.</i>	Barrister-at-Law	Victoria
Dunsmuir, James	Prop. Wellington Colliery	Departure Bay
Dunsmuir, Alex.	“ “ “	Departure Bay
Davies, Joshua	Auctioneer and Com. Mer.	Victoria
Dupont, C. T.	Capitalist	Victoria
Ellis, W. H.	Printer	Victoria
Earle, Thomas	Merchant	Victoria
Eberts, D. M.	Barrister-at-Law	Victoria
Erb, Louis	Brewer and Maltster	Victoria
Ewen, Alexander	Cannery Proprietor	New Westminster
Fell, James	Grocer	Victoria

MEMBERS.—CONTINUED.

Name.	Occupation.	Residence.
Flumerfelt, A. C.	Merchant	Victoria
Finlayson, Roderick	Lloyd's Agent	Victoria
Foster, F. W.	Merchant	Clinton
Grant, John, <i>M. P. P.</i>	Merchant	Victoria
Grant, Wm.	Ship Owner	Victoria
Green, Alex. Alfred	Banker	Victoria
Gray, Alex. Blair	Merchant	Victoria
Goodacre, Lawrence	Butcher	Victoria
Gordon, William	Commission Merchant	Victoria
Heisterman, H. F.	Fire Ins. and Land Agent	Victoria
Higgins, D. W., <i>M. P. P.</i>	Manager Elec. Tram. Co.	Victoria
Harris, D. R.	Land Agent	Victoria
Hayward, Charles	Contractor and Builder	Victoria
Hall, T. B.	Mill Owner	Victoria
Irving, John	Manager C. P. N. Co.	Victoria
Johnson, E. M.	Land Agent	Victoria
Johnston, Matthew T.	Merchant	Victoria
Jackson, Robert E.	Barrister-at-Law	Victoria
Jones, A. W.	Agt. Canada Life Ins. Co.	Victoria
Ker, D.	Produce Merchant	Victoria
Langley, Alfred J., <i>J. P.</i>	Chemist and Druggist	Victoria
Laidlaw, Jas. A.	Cannery Proprietor	New Westminster
Livock, Wm. Thos.	Factor H. B. Co.	Victoria
Loewen, Joseph	Brewer and Maltster	Victoria
L iser, Simeon	Merchant	Victoria

MEMBERS.—CONTINUED.

Name.	Occupation.	Residence.
Lumby, M.	Farmer	Spallumcheen
Lubbe, T.	Fur Merchant	Victoria
Marvin, Edgar	Merchant	Victoria
Marvin, Edward B.	Ship Chandler	Victoria
Mason, Henry S.	Barrister-at-Law	Victoria
Miller, Munro	Printer	Victoria
Monteith, William	Ins. and Com. Agent	Victoria
Morison, George	Druggist	Victoria
Mara, J. A., <i>M. P.</i>	Merchant	Kamloops
Munn, D. J.	Cannery Proprietor	Fraser River
Macaulay, W. J.	Sawmill Owner	Chemainus
Matthews, E. W.	Agt. Dun, Wiman & Co.	Victoria
McQuade, E. A.	Ship Chandler	Victoria
McAlister, John	Master Shipwright	Victoria
McLellan, A. J.	Cannery Proprietor	Victoria
Munsie, W.	Ship Owner	Victoria
Nelson, Hon. Hugh	Lieut.-Gov. B. C.	Victoria
Nicholles, John	Merchant	Victoria
Pitts, Sidney J.	Merchant	Victoria
Pooley, C. E., <i>M. P. P.</i>	Barrister-at-Law	Victoria
Prior, E. G., <i>M. P.</i>	Merchant	Victoria
Pendray, Wm. J.	Soap Manufacturer	Victoria
Robins, S. M.	Supt. V. C. M. & L. Co.	Nanaimo
Redon, L.	Hotel Keeper	Victoria
Rithet, Robert P.	Merchant	Victoria

MEMBERS.—CONTINUED.

Name.	Occupation.	Residence.
Richards, F. G., Jr.	Land Agent, etc.	Victoria
Redfern, Charles E.	Watchmaker, etc.	Victoria
Routledge, W. H.	Land Agent, etc.	Victoria
Spring, Charles	Ship Owner	Victoria
Struss, Morris	Merchant	Victoria
Saunders, Henry	Grocer	Victoria
Sayward, William P.	Lumber Merchant	Victoria
Shotbolt, Thos., J. P.	Chemist and Druggist	Victoria
Sears, Joseph	Contractor, etc.	Victoria
Springer, Benj.	Manager Sawmill	Moodyville
Smith, T. R.	Asst. Comm'r H. B. Co.	Victoria
Sorby, T. C.	Architect	Victoria
Sehl, Jacob	Manufacturer	Victoria
Tye, Thomas H.	Merchant	Victoria
Todd, Jacob H.	Merchant	Victoria
Turner, J. H., M. P. P.	Merchant	Victoria
Van Volkenburgh, B.	Butcher	Victoria
Williams, Robert T.	Bookbinder	Victoria
Ward, William C.	Banker	Victoria
Ward, Robert, J. P.	Merchant	Victoria
Wilson, C.	Barrister-at-Law	Victoria
Wilson, William	Clothier	Victoria
Weiler, John	Furniture Manufacturer	Victoria
Warren, James D.	Steamboat Owner	Victoria
Wright, G. B.	Merchant	Illecillewaet

ELEVENTH ANNUAL REPORT
—OF THE—
British Columbia Board of Trade.
(6th July, 1889, to 11th July, 1890.)

VICTORIA, B. C., 11th July, 1890.

To the Members of the British Columbia Board of Trade :

GENTLEMEN,—In accordance with custom, your Committee, appointed by the Council of the Board, have pleasure in presenting the usual Annual Report, containing a brief review of the proceedings of the Institution during the past twelve months, to which is appended such statistical and miscellaneous information as relates to the various subjects touched upon therein, and which it is hoped will prove of interest.

MEMBERSHIP.

At date of the Board's last report the total number of members was.....	97
To which have been added (new members) during past year.....	23
Making together.....	110
From which must, however, be deducted :	
Deaths.....	3)
Resignations	8)
Leaving a present active membership of....	99
Being a gain of two members since date of last report.	

NEW MEMBERS.

Baker, Col. James.....	M. P. P.....	Kootenay.
Bechtel, A. J.....	Ship Owner.....	Victoria.
Bourchier, Francis.....	Land Agent.....	"
Davie, Theodore.....	Barrister-at-Law.....	"
Dunsmuir, James.....	Colliery Proprietor.....	"
Dunsmuir, Alex.....	" " " " " "	"
Grant, William.....	Ship Owner.....	"
Macauley, W. J.....	Sawmill Proprietor....	Chemainus.
Munsie, W.....	Ship Owner.....	Victoria.
Matthews, E. W.....	Ag't Dun Winnan & Co..	"
Richards, F. G., Jr.....	Land Agent.....	"
Routledge, W. H.....	" " " " " "	"
Sorby, Thos. C.....	Architect.....	"

DEATHS.

Boyd, John.....	Wine & Spirit Merchant.	Victoria.
Heathorn, Wm.....	Tannery Proprietor....	"
Hibben, Thos. N.....	Bookseller.....	"

RESIGNATIONS.

Within the same period the following resignations have taken place, viz. :

Alexander, R. H.....	Mgr. Hast'gs Saw Mill Co.,	Vancouver.
Baker, E. C.....	Conveyancer & Notary,	Victoria.
Drake, M. W. T.....	Barrister-at-Law	"
Drake, W. T.....	Coal Merchant.....	"
Devlin, J. C.....	Grocer.	"
Strouss, Carl.....	Merchant.....	"
Shears, Walter.....	Dry Goods Merchant...	"
Yates, Jas. S.....	Barrister-at-Law.....	"

It is satisfactory to note that, as already shown, by the influx of new members, the institution has not fallen behind as regards the number of active members in the roll,

MEETINGS.

The number of meetings held during the past year was as follows, viz. :

General Meetings.....	4
Special ".....	2
Council ".....	13
	—

Making in all.....19

Being two in excess of the total number held during the preceding twelve months.

MAIL AND TELEGRAPH COMMUNICATION.

CHINA-JAPAN MAIL STEAMSHIP SERVICE.

Continuing their efforts, as recorded in their last Annual Report, the Board has during the period under review, sought by every possible means to secure for Victoria the advantages to which she is entitled as the fifth revenue producing Port of the Dominion, and which ought to accrue to it from having the place made a point of call by the newly subsidized line of Steamships which is to perform the service. The Board, after repeatedly memorializing both the Imperial and Dominion Governments, received from the former a final reply to the effect that as the Contract had been signed, the matter could not be re-opened. In view of the fact that the Dominion Government gave an assurance that they would advocate the insertion of the clause suggested by the Board, providing for the calling at Victoria, inwards and outwards, of the vessels performing the service, the tenor of the communication received from the Imperial authorities is surprising and disappointing, as no practical effort appears to have been made to carry out what was suggested by the Board, and promised by the Dominion Government. In the appendices detailed information respecting this matter will bear this out,

TELEGRAPHS.

The system at present in vogue can by no means be considered satisfactory, particularly as regards the want of auxiliary line between this Province and the United States, and to the establishment of which, it may be remembered, the Dominion Government have for a long time objected. The need of such a service, however, has been constantly agitated by the Board, and its efforts in this direction are likely to be rewarded with success, as it is confidently expected that within a reasonable period a connection from lines operating in the North-west will be extended to British Columbia, and to the systems on Puget Sound, in the State of Washington.

VICTORIA AND ESQUIMALT HARBORS.

Considerable improvements to the Outer Harbor of Victoria, which have been undertaken by private enterprise and are now in a well advanced stage, will, when completed, materially advance the interests of the Port, and afford adequate accommodation to vessels of the largest tonnage, such as could not be conveniently accommodated in the inner harbor. In consequence of the large increase in the influx of shipping to the Port of Victoria, the want of a more thorough system of dredging and other necessary improvements in the inner harbor are greatly felt, the meagre appropriation made by the Government not being in keeping with the deserving character of such an important work. It had been hoped that a Harbor Trust could have been established for taking over the control and management of the Harbor, but it having at length been ascertained from the Government that it could not extend its guarantee to the Debentures of a Trust, the matter has not been pursued further. During the past year an important incident occurred at Esquimalt Harbor adjacent to and considered as a part of Victoria, when the German bark "J. H. Hustede" under charter to load salmon

was forcibly removed from the anchorage assigned to her by the Harbor Master to an exposed position in another part of the harbor by order of Rear Admiral Heneage, in command of H. M. Squadron, (see appendices) and although this action was in excess of the Admiral's authority, the Dominion Government subsequently passed an Order-in-Council setting apart for the exclusive use in future of the Naval Authorities, the whole of that portion of the Harbor at present of any commercial value, known as Constance Cove, and running from Duntze Head to Ashe Head. The Board made strenuous efforts to procure a modification of this order, to the extent of permitting vessels of the Mercantile Marine to enjoy the advantages offered by the portion of the Harbor referred to, under proper supervision as to anchorage, but without avail.

Your Committee, in view of the point being now apparently adjusted, and having regard to the lack of sufficient Harbor facilities for merchant vessels, recommends that the Board should take steps to see what arrangements can be made with the Dominion and Imperial authorities with a view to the permanent extension of the Harbor by the construction of a breakwater in the Outer Harbor of Victoria, extending from the vicinity of Holland Point to Broache's Ledge, which will furnish Harbor accommodation sufficiently ample for the future requirements of the commerce of our Port, and form one of the most accessible and commodious Harbors on the Pacific Coast. Without entering into details of a scheme for this purpose, your Committee merely place the matter before the Board in the hope that it will vigorously follow it up.

SHIPPING.

Upon representations made to the Board by local ship-owners, a resolution was passed in October last, in accordance with which it was pointed out to the Dominion Government that the facilities afforded to foreign vessels in the matter of

coasting seriously interfered with Canadian shipping interests, and it was urged that the Government should take such steps as would prevent the continuance of the alleged infraction of the Canadian shipping laws.

It was at the same time, and upon the same representations, suggested by the Board that the Dominion Government should consider the advisability of abolishing Fort Simpson as a Port of Entry, the advantages accruing from that point as a Port of Entry being almost exclusively enjoyed by foreign steamers, without proving advantageous to local British coasters. Copies of the correspondence exchanged with the Minister of Marine will be found in the appendices, from which it will be seen that considerable complications occurred in connection with the first mentioned matter, owing to the misinterpretation on the part of the Government of the Board's statements and requests. The matter was, it is satisfactory to note, finally adjusted upon a basis in harmony with the tenor of the Board's demands.

Statistical information relating to the shipping interests of the Port of Victoria will be found in the appendices.

LIGHTS, BEACONS AND BUOYS.

The question of lighting and buoying the northern section of the coast line of the Province which is now, in view of the largely increasing trade of that locality, becoming a matter of absolute necessity, has been strongly advocated by the Board for several years past, and in the address presented by the Board to H. E. the Governor General in October last, the subject was urgently brought under the notice of His Excellency. The recent loss of a valuable steamship off the coast of Queen Charlotte's Islands adds further testimony to the correctness of the Board's suggestions in regard to this matter. The Department of Marine and Fisheries cannot too soon take the necessary steps for the expenditure of a liberal outlay

in connection with beacons, lights and buoys in our waters necessitated by the constantly increasing shipping which demands it.

RAILWAY CONSTRUCTION.

The Shuswap and Okanagan Railway is now in course of construction, and its completion will probably be effected within two years, when the fine wheat and fruit producing section through which the line runs will be brought under cultivation. The mining regions in the Kootenay country adjacent are also to be rendered accessible by the construction of a branch line, which will connect with the C. P. R. at a point near Revelstoke, where a smelter will shortly be in operation. It is to be hoped that the projected railroad into the Cariboo country may shortly be commenced, and the rich resources of that famous district brought within the reach of enterprise and capital.

The Northern Pacific Railroad Co. will, it is understood, at an early date construct an extension of their line, to terminate at a point on the southern shore of the Straits of Fuca, adjacent to Victoria, whence, by means of a steam ferry, it will connect with the Esquimalt and Nanaimo Railroad, thus giving to Vancouver Island the advantages of a third means of direct communication with Eastern and Southern points. The extension northward of the Esquimalt and Nanaimo Railway, referred to in the Board's last Report, is also a matter which cannot be too strongly advocated.

All the foregoing enterprises, as also others of a similar character, have received the continuous and earnest support of the Board.

IMMIGRATION.

From the statistical information contained in the appendices, for which the Board is indebted to Mr. John Jessop, the Provincial Immigration Agent, it will be seen that the flow of immigration into the Province continues upon an increasing

scale. The demand for unskilled labor, consequent upon the steady decrease in the number of Chinese in the Province, is, however, considerably in excess of the supply. For similar reasons the demand for domestic servants also largely exceeds the supply obtainable. The development of various industries throughout the Province, viewed in conjunction with the increasing scarcity of Chinese labor already referred to, should have the effect of stimulating the flow of immigration into the country.

The action of the local Government in equipping survey parties for the purpose of ascertaining what lands fitted for settlement may exist, in those portions of the Province which have not as yet been fully explored, is highly commendable and will doubtless be productive of good results. There can be little doubt that in the aggregate a very considerable quantity of land fitted for cultivation and stock raising must exist, in addition to those tracts which are already known. In connection with the surveys, the Board hopes that should arable land be found, the Government will not sell to other than actual settlers, the sale of land in blocks to speculators having a tendency to seriously curtail *bona fide* settlement.

FISHERIES.

THE SALMON FISHERIES during the year 1890 developed the largest export trade known in the history of the canning industry, owing to an unprecedented supply of fish on Frazer river, as many as 414,291 cases being exported from Victoria to Great Britain, Australia, and eastern Canadian points, in addition to the shipments of salted salmon, aggregating a value of nearly two and a half millions of dollars. Details of these shipments and the salmon fleet employed will be found in the appendices. The growing scarcity of unskilled labor year by year is a source of considerable anxiety to the canners, whose operations during the brief period of the fishing season are greatly hampered thereby.

During the past year considerable attention has been devoted by the salmon canners to the matter of fishery regulations, a delegation of their association having visited Ottawa in November last, where they had several interviews with the Minister of Marine and Fisheries. The result of these interviews led to a schedule of suggested regulations for governing fishing operations on Fraser river, and being submitted to the canners for their consideration and report, were practically assented to by them. The Department, however, subsequently issued regulations at variance with those previously proposed and which the canners had been led to expect would be issued; which action has resulted in much dissatisfaction and irritation, although several relaxions have been since made. The regulations, however, are of a decidedly discriminating charater, particularly as regards the scale of fishing licences for Fraser river, which are put at five dollars for fishermen, and for cannery men twenty dollars to fifty dollars, and it is already apparent that the carrying out of this regulation is hardly likely to be of any practicable utility. The Board for years past has impressed upon the authorities at Ottawa the importance of conserving our fishery wealth, whilst also protecting and encouraging the large interests of those engaged in the industry. The difficulties of ararnging such regulations as will carry out these objects are fully realized by the Board, and it has, with that view, strongly recommended the Minister or competent and impartial nominees to personally visit our rivers during the fishing season, which would greatly assist the Department in forming practical ideas of the local requirements, and lead to the adjustment of a matter hitherto unsatisfactory both to the Department and to those who are interested in the salmon fisheries. The Minister has intimated his intention, if possible, of visiting British Columbia during the approaching season, and it is to be hoped he will be able to carry it out.

DEEP SEA FISHERIES.

The importance and value of our deep sea fisheries now no longer remains a matter of conjecture. It merely rests with the Dominion Government to devise some means of removing the obstacles which at present prevent the exportation of the produce of such fisheries to the large and profitable market offered by the United States, by the negotiation of such reciprocal arrangements with the Government of that country as will admit of the free interchange of these commodities. Until this be achieved the bulk of the raw products, in which the Province abounds, cannot be profitably marketed, and their value, undeniably great, must in a great measure remain lost to the country.

In its last report, the Board alluded to the continued postponement of the promised survey which the Dominion Government had undertaken to make of the various fishing banks, which are known to exist off the coast of Vancouver Island and Queen Charlotte Islands. It was understood that this would be done as soon as a suitable vessel could be obtained by the Government. Your Committee regret having to record the fact of the work not having yet been begun, and from present appearances the date of its commencement is entirely problematical.

FUR SEAL FISHERIES.

The continued delay in connection with the adjustment of the difficulties which have grown out of the Behring Sea seizures, has operated to the detriment and has indeed caused a partial paralization of this branch of our fishery industry. In view of the large amount of capital invested in the business and the important interests involved, it is greatly to be regretted that the points of issue between the two countries should have been permitted to remain so long unsettled. A satisfactory and peaceful solution of the difficulty

will, it is to be hoped, soon be arrived at, and with it a return of the prosperity which formerly characterized this branch of industry.

The question of preventing the indiscriminate slaughter of seals, is one which demands the earnest attention of both governments. References is asked to the appendices for statistical information relating to last season's operation. It will be noted that the Port of Victoria fits out annually a large fleet of Vessels for the prosecution of this industry.

MINING DEVELOPMENTS.

As noted in a preceding paragraph, the action of the Provincial Government in dispatching Surveying Parties for the purpose of thoroughly investigating and reporting upon the character and resources of such sections of the country as have not already been fully explored, will, it is needless to say, accomplish much in the direction of developing our mining interests. The future prosperity of the Province largely depends upon putting to practical use the rich mineral deposits which are known beyond all doubt to exist throughout the country, and for the profitable development of these resources increased facilities for transport are of primary importance. Until the mineral producing districts in question are connected by means of railroads with the settled portion of the Province, little can be done towards interesting foreign capital in their development. The Board has during the past year energetically supported all feasible schemes having for their object the development of our mineral resources.

VISIT OF HIS EXCELLENCY THE GOVERNOR-GENERAL.

In accordance with the usual custom, the Board, upon the occasion of the recent visit of His Excellency the Governor-General, presented His Excellency with an address of congratulation and welcome in which were embodied such

allusions relating to the general trade of the Province, as it was deemed expedient to make: the difficulties surrounding the Behring Sea question and their outward influence upon one of the chief industries of the Province were especially commented upon. It is satisfactory to note that several of the more important matters which were brought under the motive of His Excellency in the address in question, have since then received attention at the hands of the proper authorities.

ESQUIMALT GRAVING DOCK.

The great utility of this work has been amply demonstrated during the past year, when several of H. M. ships as also many merchant vessels have made use of the Dock. In the case of the recent serious accident to H. M. S. "Amphion" the existence of the Dock probably averted the total loss of a valuable vessel. In view of the fact that the capacity of the dock is insufficient to accommodate vessels of the largest size now constructed, it would undoubtedly greatly enhance its value were steps taken to add to its length. The construction of this dock has called into existence a branch of industry formerly foreign to this port, namely, that of repairing iron vessels. In the case of H. M. S. "Amphion;" alluded to above, it was demonstrated that work of this character could be accomplished here to the entire satisfaction of the Admiralty. Doubtless with the facilities which the Port enjoys, the building of iron ships may, at no late date, constitute one of our leading industries.

FINANCE.

The finances of the institution continue in a highly satisfactory condition. From the report of the Audit Committee hereto attached, it will be observed that the Board is now possessed of substantial assets aggregating \$3,667.82, of which \$2,350.00 is invested on mortgage, showing a net gain in the past year of \$427.48.

Your Committee are fully in accord with the recommendations made by the Audit Committee of last year, to the effect that the time has now arrived when the advisability of the Board's investing its surplus funds in the purchase of a piece of property, whereon at some future date may be erected a suitable building for the use of the members of the institution, should receive due consideration.

GENERAL TRADE AND OUTLOOK.

Your Committee, in presenting for the consideration and approval of the Board the foregoing brief resume of the proceeding of the Board during the past twelve months, have pleasure in directing attention to the substantial progress made by the Province within that period, in the development of its trade and the promotion of its industries.

The establishment of flour mills of modern type, and of large producing capacity, has given an impetus to agriculture and to the consequent settlement of large tracts of land suitable for wheat growing which were previously of comparatively small value. The immense timber resources of the Province have during the past year continued to attract attention of Eastern lumbermen, and several new mills, some of them of very large capacity, have been constructed within the period in question. In the City of Victoria the value of real estate has advanced nearly 100 per cent. within the past twelve months, a fact which attests sufficiently the flourishing condition of its trade. Several new enterprises, notably the construction and successful operation of an Electric Street Railway, a large flour mill and other industries, have largely contributed to the present encouraging prospects of the Port.

From the statistical information contained in the appendices, it will be seen that the revenue from Custom's and Excise duties obtained from the Province during the year ended 30th last shows a large increase of the total

amount; the Port of Victoria contributed \$972,983, a fact which sufficiently supports her claim to be considered one of the principal revenue producing ports of the Dominion.

Further wholesale changes in the scale of Customs' duties, within the period in question, have again had the usual effect of disturbing trade throughout the country. Despite the continued absence of any legislation in the direction of providing for the equitable distribution of insolvent estates, the mercantile community of the Province has during the past year suffered but little from that cause, owing chiefly to the fact that very few business disasters of the character indicated have occurred within that period.

Your Committee, in conclusion, take the opportunity of congratulating the Board upon the success it has thus far achieved in grappling with and overcoming many difficulties, some of them serious in character: and, in pointing to the rapid and genuine progress which is being made by the Province, they can conscientiously bear testimony to the fact that in no small degree is this due to the foresight, sagacity and untiring vigilance of a body which, while strenuously opposing all pernicious legislation, and discouraging all but *bona fide* enterprises, is always to be found foremost in aiding and encouraging such measures and schemes as have for their object the advancement of its trade interests and the welfare of its mercantile community.

All of which is respectfully submitted.

Signed on behalf of the members of the B. C. Board of Trade this 11th day of July, 1890.

ROBERT WARD, J. P., President.

THOS. B. HALL, Vice-President.

WM. MONTEITH, Retiring Secretary.

BRITISH COLUMBIA BOARD OF TRADE.

STATEMENT

Showing Financial Position as on 30th June, 1890.

ASSETS.

Cash in Bank of British Columbia	\$ 675 62
“ in Savings Bank	2 96
“ on hand per Account Current	21 37
	\$ 699 95
Funds invested on Mortgage at 8 per cent.	2,350 00
Dues not collected (good)	248 50
Furniture and Maps in Board Room	300 00
Less 10 per cent. allowance for Depreciation.	30 00
	270 00
	<u>\$3,568 45</u>

LIABILITIES.

.....	<u>Nil.</u>
-------	-------------

MEMORANDUM.

Total Assets as above	\$ 3,568 45
Add Interest on Mortgages due but not collected.	99 37
	\$ 3,667 82
Total Assets, per 30th June, 1889.	3,240 34
Net gain for year	<u>\$ 427 48</u>

VICTORIA, B. C., 30th June, 1890.

W. MONTEITH,
Secretary-Treasurer.

Examined and found correct.

MATTHEW T. JOHNSTON, }
E. A. McQUADE, } Audit Committee.

WILLIAM MONTEITH, in account current with the BRITISH COLUMBIA BOARD OF TRADE.

Dr.

1ST JULY, 1889, TO 30TH JUNE, 1890.

Cr.

1889, July 1—To Balance on hand per last account.....	\$ 54 66	1890, June 30—By Savings Bank Deposits.....	\$212 07
Quarterly dues collected to date.....	1,062 00	Interest on ".....	1 68
Entrance Fees.....	267 00	Deposits in Bank of B. C.....	\$ 213 68
Mortgages paid off, viz.:.....		Loan to G. W. Whiteside, on Mortgage at 8%.....	1,929 67
Geo. Jones.....	\$900 00	Office Rent, 12 months at \$25.00.....	1,000 00
J. Shires.....	500 00	Less amount recd for use of rooms.....	300 00
Interest on Mortgages as follows:.....	1,300 00		7 50
335 days at 9 per cent. on \$800.00.....	66 00	Sec. Treas. Salary, 12 mos. at \$35.00.....	292 50
1 yr. and 91 days at 8 per cent. on \$650.00.....	55 00	Printing, Binding and Type Writing.....	420 00
342 days at 8 per cent. on \$500.00.....	37 50	Engraving Address to Gov. General.....	127 00
365 days at 8 per cent. on \$400.00.....	56 00	Hack Hire.....	45 00
Interest on Savings Bank Deposits.....	224 50	C. L. Finlaison, procuring statistical information for Annual Report.....	20 00
Withdrawals from Savings Bank.....	1 68	E. G. Prior, expenses to Ottawa and return.....	5 00
Refund by Northern Pacific R. R. Co. of half of expenses of E. G. Prior.....	249 00	Advertising.....	196 30
	1,254 05	Telegrams.....	15 75
		Postages.....	62 70
		Maps and Charts.....	28 00
		Newspapers, etc.....	12 45
		Gas and Fuel.....	12 50
		Cleaning Rooms, 12 months at \$4.00.....	16 70
		Taxes.....	48 00
		Sundry Petty Expenses as follows:.....	27 67
		Mending Windows.....	1 50
		P. O. Box Rent.....	5 00
		Commission collecting Interest on Mortgages.....	3 25
		Balance to next year.....	9 75
			21 37
	\$4,504 04		\$4,504 04

VICTORIA, B. C., 30th June, 1891.

Examined and found correct:

MATTHEW T. JOHNSTON, }
E. A. McQUADE, } Audit Committee.

W. MONTEITH, Secretary-Treasurer.

AUDIT REPORT.

To the President and Members of the British Columbia Board of Trade:

GENTLEMEN,—We, the undersigned, appointed by your Board to examine the accounts of the Secretary-Treasurer, beg to report that we have examined the Books and Accounts, and also the Bank Books, and we found the same true and correct.

The assets of the Board are as follows:

Cash in Secretary's hands.....	\$ 21 37
Balance in Bank of British Columbia.....	675 62
“ Dominion Savings Bank.....	2 96
Members' Dues not collected.....	248 50
Interest accrued on Mortgages not collected.....	99 37
Furniture.....	270 00
Funds invested on Mortgage at 8 per cent.....	2,350 00
	\$3,667 82
Against (a year ago).....	3,240 34
Showing a gain of.....	\$ 427 48
The Liabilities are.....	Nil.

MATTHEW T JOHNSTON,) Audit
E. A. McQUADE,) Committee,

APPENDICES.

APPENDIX No. 1.

List of Additions to Library (30th June, 1890).

1. Annual Report Dunedin Chamber of Commerce, 1888.
 2. Annual Report Adelaide Chamber of Commerce, 1889.
 3. Annual Report Brisbane Chamber of Commerce, 1889.
 4. Annual Report Sydney Chamber of Commerce, 1888.
 5. Annual Report Melbourne Chamber of Commerce, 1889.
 6. Annual Report Toronto Board of Trade, 1889.
 7. Annual Report Winnipeg Board of Trade, 1884, 1886, 1887, 1888, and 1890.
 8. Annual Report Port Arthur Board of Trade, 1890.
 9. Annual Report Vancouver Board of Trade, 1889.
 10. Act of Incorporation of Royal Society of Canada.
 11. Report of Council of Royal Colonial Institute.
 12. Charter of Incorporation of Royal Colonial Institute.
 13. Statistical Year Book of Canada, 1889.
 14. London Chamber of Commerce Journal, 1889, 1890.
 15. British Trade Journal, 1889, 1890.
 16. Imperial Federation League.—Synopsis of Tariff and Trade of British Empire.
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APPENDIX No. 2.

Re China-Japan Mail Steamship Service.

MINUTE OF COUNCIL OF BRITISH COLUMBIA BOARD OF TRADE :

On the 26 h. of August, 1887, this Board forwarded a Memorial addressed to the Right Honorable Geo. Joachim Goschen, Her Majesty's Chancellor of the Exchequer, in which were set forth the claims of the Port of Victoria, the Capital of the Province of British Columbia to be made a port of call by the steamers which it was proposed should be

subsidized by the Imperial and Dominion Governments for the conveyance of mails between the said Province and China and Japan.

On the 6th of December, 1888, the Board passed a further resolution, copies of which were transmitted to the proper authorities in London and Ottawa, in which the injury likely to accrue to the Port of Victoria by being thus ignored was again represented.

And, as it now appears that a contract for a term of years has been let by Her Majesty's Government for the conveyance of the said mails, and that a large subsidy has been granted therefor both by the Imperial and Canadian Governments, without any provision having been made for the calling of the vessels thus subsidized at the said Port of Victoria for the purpose of landing and embarking mails,

This Board therefore again enters an earnest protest against the ignoring of the claims of the chief city of the Province to be considered a port of call by ALL lines of steamers subsidized by public moneys for the conveyance of mails ; the importance of the place as the principal center of trade in the Province of British Columbia, and as contributing nearly 80 per cent. of the total customs revenue derived from the said Province, rendering it absolutely necessary that its just demands in this respect should be recognized,

In the opinion of this Board, the apparent neglect and indifference evinced by both the Imperial and Dominion Governments in this matter, in the face of earnest and oft-repeated protests, are calculated to engender a feeling of resentment and to seriously affect that sentiment of loyalty which has hitherto characterized this particular section of the Province of British Columbia.

This Board would further point out for the careful consideration of the Imperial authorities the fact that the Port of Esquimalt, the headquarters and coaling station of Her Majesty's fleet on the Pacific station, adjacent to and forming part of the Port of Victoria, and which is the first available British port on the inward passage from China and Japan, and the last available port on the outward passage, is also deprived of the facilities which the important interests of Her Majesty's service demand in consideration of the liberal subsidies lately granted for the said steamship line.

VICTORIA, B. C.,
15th October, 1889.

ROBT. WARD, President.
W. MONTEITH, Secretary.

LETTER FROM UNDER SECRETARY OF STATE, OTTAWA, TO BRITISH
COLUMBIA BOARD OF TRADE :

OTTAWA, 18th January, 1890.

SIR,—With reference to prior correspondence on the subject of the non-calling at the Port of Victoria of the subsidized Mail Steamers between Vancouver and the East, I have now the honor to transmit to you, herewith, copy of a dispatch bearing upon the question from the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor General.

Be so good as to acknowledge the receipt of the same.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

A. A. CATELLIER,

W. MONTEITH, Esq.,

Under Secretary of State.

Secretary,

British Columbia Board of Trade,

Victoria, B. C.

COPY OF DISPATCH FROM THE SECRETARY OF STATE FOR THE COLONIES TO
HIS EXCELLENCY THE GOVERNOR GENERAL :

DOWNING STREET, 30th December, 1889.

MY LORD,—I have the honor to acknowledge the receipt of Sir W. Ritchie's dispatch No 226, of the 30th October last, forwarding for submission to the Chancellor of the Exchequer a copy of a letter from the Department of the Secretary of State for Canada, enclosing copy of a communication from the Secretary of the Victoria, B. C., Board of Trade, and of the Resolution of that body mentioned therein, respecting the non-calling at the Port of Victoria of the subsidized mail steamers between Vancouver and the East.

I caused your dispatch and its enclosures to be duly communicated to the Chancellor of the Exchequer, and request that you will inform the Board of Trade of Victoria in reply to their communication, that the question of making Victoria a port of call for the steamers in question was carefully considered by Her Majesty's Government when the contract for the mail service was being negotiated, and the position of the Admiralty Station at Esquimalt was taken into account. The Dominion Government was also consulted on the subject, and it was with great

regret that H. M. Government arrived at the conclusion that the balance of argument was against making Victoria a port of call, and that the contract has now been signed and it is no longer possible to take into consideration the points urged by the Board of Trade.

I have, etc.,

GOV. GEN. THE RT. HON.
LORD STANLEY OF PRESTON.

(Signed), KNUTSFORD.

LETTER FROM W. C. VAN HORN, ESQ., VICE PRESIDENT C. P. R. R. CO.,
TO BRITISH COLUMBIA BOARD OF TRADE :

MONTREAL, 2nd October, 1889.

SIR,—I have your favor of the 18th ult., enclosing a copy of a resolution of the British Columbia Board of Trade, requesting information as to whether the new steamships of this Company for the China trade will call at the outer wharf at Victoria, if sufficient depth of water and wharf accommodation are provided, so that at low water they may safely do so.

In reply I beg leave to say that it has all along been the intention of the Company that their steamships should call at Victoria both on their outwards and inwards voyages if proper wharf facilities should be provided and if the Customs arrangements should be such as to avoid material delay.

It should be borne in mind that in its contract with the Imperial Government for the carriage of the China mails by these steamships, the Company is placed under heavy penalties in the matter of time, and that the loss of a few hours in the call at Victoria might, therefore, be of serious consequence.

It should be borne in mind, also, in planning the proposed wharf, that the steamships being about 460 feet in length, an unusual amount of room will be required in which to turn them, and the wharf, therefore, should extend out far enough to enable them to reach it and leave it without difficulty.

I have the honor to be, Sir,

Your obedient servant,

W. C. VAN HORNE,

President.

W. MONTEITH, ESQ.,
Secretary,
British Columbia Board of Trade,
Victoria, B. C.

LETTER FROM R. P. RITHET, ESQ., TO THE BRITISH COLUMBIA BOARD OF
TRADE :

220 CALIFORNIA STREET,

SAN FRANCISCO, CALIFORNIA,

ROBERT WARD, ESQ.,

November 27th, 1889.

President, Board of Trade,

Victoria, B. C. :

DEAR SIR,—Referring to the letter from your Board, anent wharfage accommodation for the China line of steamers, I beg to say that I am now having prepared plans for an extension of our wharf accommodation in the outer harbor of Victoria.

The intention at present is to build another structure about three hundred feet outside of the present wharf, sufficiently far out to enable vessels drawing up to thirty feet to come there at all stages of the tide. Part of the structure it is proposed will be a stone wall, running out from the shore to a depth of about fifteen feet of water.

The space between the present wharf and the proposed new one will be dredged to a depth of twenty-five feet at low water, as far in as the shore end of the wharves.

Until these arrangements have advanced a little further, and I know more about the matter from actual survey, I am not able to give you any positive assurance as to the actual time when the work proposed will be finished, but I hope, if nothing unforeseen should come in the way, that the structure will be well advanced next year.

In all works of this kind it is necessary that one part of it should be completed before some of the other parts are commenced, and on this account it will take longer than it otherwise would.

As soon as my arrangements are completed I will let the Board know definitely about them.

I remain, Dear Sir,

Yours faithfully,

R. P. RITHET.

APPENDIX No. 3.

Re Abandonment of Constance Cove, Esquimalt Harbor, to the Imperial Government for Naval Purposes.

LETTER FROM THE PROVINCIAL SECRETARY TO THE BRITISH COLUMBIA
BOARD OF TRADE :

VICTORIA, 25th October, 1889.

SIR,—I have the honor to transmit to you herewith for the information of the British Columbia Board of Trade, copy of a Minute of Council approving of a Report of the Minister of Marine and Fisheries on the subject of the removal of the German barque "J. H. Hustede" from her anchorage at Esquimalt harbor to another portion of the harbor, by order of Rear Admiral Heneage, and providing for the reservation of a portion of the said harbor for the exclusive use of Her Majesty's ships.

I have also to request that a report of the Board of Trade on the matters in question be submitted to the Government.

I am, Sir,

Your obedient Servant,

JNO. ROBSON,

THE SECRETARY OF THE
B. C. BOARD OF TRADE,
VICTORIA.

Provincial Secretary.

CERTIFIED COPY OF A REPORT OF A COMMITTEE OF THE HONORABLE THE
PRIVY COUNCIL, APPROVED BY HIS EXCELLENCY THE GOVERNOR GEN-
ERAL IN COUNCIL ON THE 1ST OCTOBER, 1889.

The Committee of the Privy Council have had under consideration dispatches, dated 31st August and 1st September, 1889, received from the Lieutenant Governor of British Columbia, transmitting copies of a correspondence that had taken place between Rear Admiral Heneage, Commander in Chief of the Pacific Station, and himself in reference to the German barque "J. H. Hustede," which was removed from her anchorage at Esquimalt harbor to another portion of the harbor by his orders and subsequently restored to her former position under the authority of the Harbor Master, and inviting attention to the suggestion of the Admiral that a certain defined portion of Esquimalt harbor should as soon as possible be set apart for the exclusive use of Her Majesty's ships.

The Minister of Marine and Fisheries, to whom the dispatches in question were referred, observes that it appears from the records of the Department of Marine that in November, 1877, the Lieutenant Governor of British Columbia advised the Secretary of State that application had been made by Admiral de Horsey, Commander in Chief of Her Majesty's ships in the Pacific, for legislation, setting aside a portion of Esquimalt harbor as a man-of-war anchorage, and forwarding a Minute in Council of the Government of British Columbia urging the Dominion Government to comply with the Admiral's request.

The Admiral, in the application referred to, stated that in all places where a naval dockyard had been established it had been the practice to place within the jurisdiction of the Admiralty such portion of the harbor as might be necessary for the use of Her Majesty's ships, and that Constance Cove, the portion asked for, had practically been appropriated to that purpose ever since the dockyard had been established; that in his opinion an anchorage adjacent to the dockyard was absolutely necessary for the safety as well as the prompt outfitting and equipment of H. M. ships, and he asked that legislative enactment be obtained designating Constance Cove the man-of-war anchorage, and making that portion of the harbor subject to the jurisdiction of the Admiralty, as provided in the case of the dockyard ports of the United Kingdom. The Harbor Master for Victoria and Esquimalt, it would also appear from a letter addressed by him to the Attorney General for British Columbia, considered that it was absolutely necessary for the requirements of Her Majesty's ships that a portion of the harbor should be placed under the jurisdiction of the Admiralty, and recommended Constance Cove as the proper place.

The Minister further observes that on receipt of this dispatch the Harbor Master was called on to report as to the portion of the Harbor he recommended as a man-of-war anchorage, and a plan was obtained from him in January, 1878, setting forth the portion recommended. This plan was duly forwarded to the Secretary of State, with the request that it might be forwarded to the Lieutenant Governor for the approval of the Admiral, but no Order in Council appears to have issued placing any portion of Esquimalt harbor under Admiralty jurisdiction.

The Minister states that in April, 1883, the present Harbor Master, Mr. W. R. Clarke, advised the Department of Marine that the Naval Authorities claimed Constance Bay, and that he had at their request removed an American vessel from one part of the harbor to another, and that he had, pending instructions, notified masters of vessels and pilots

not to anchor in Constance Cove. The Harbor Master on receipt of this communication, was informed that the Department was not aware that the portion of the harbor known as Constance Bay had been set apart for the use of the Admiralty, and he was instructed to inquire and report as to the grounds of the claim on the part of the Naval Authorities and to state whether he considered it consistent with the general interests of navigation that the claim should be allowed. No report would appear to have been received from the Harbor Master, and no difficulty appears to have occurred since 1883 in regard to the anchorage of ships in Esquimalt harbor until the present.

The Minister further observes that it appears from the correspondence between the Lieutenant Governor and Admiral Heneage that the latter ordered the removal of the "J. H. Hustede" on the grounds that she had taken up the position which he had assigned to Her Majesty's ship "Acorn," and that the interests of Her Majesty's service required that Her Majesty's ships should be berthed in that portion of the harbor which is in immediate proximity to the Royal Naval Establishments, viz. : the dockyard, hospital and coal wharf, and the suggestion is made by the Admiral that a certain defined portion of the harbor be reserved for the exclusive use of Her Majesty's ships.

The Harbor Master, on enquiry being made in regard to the complaint, reported that the "Hustede" had been removed by the Admiral's orders from the customary loading berth for ships loading canned salmon cargoes to the mouth of the harbor, an unsafe position ; that the Admiral had peremptorily ordered the Master to change his anchorage, and had sent men to tow the vessel. He also reported that he was unaware of the authority under which the Admiral acted, and that he had taken the vessel back to the same anchorage but at the request of the consignee she had been moved to a private wharf.

The Minister of Marine and Fisheries considered that the Admiral exceeded his powers in directing the removal of the "Hustede" from the berth to which she had been assigned by the Harbor Master, as no portion of the harbor had been set apart for the special use of Her Majesty's vessels, and that the harbor had been duly proclaimed under the provisions of the Harbor Masters' Act, and under regulations duly approved by the Governor in Council it devolves on the harbor master to allot berths to vessels and to remove them when necessary to any other station or berth in the harbor.

The Minister, in view of the representations made both by Admiral de Horsey and Admiral Heneage, deems it advisable that a portion of

Esquimalt harbor be reserved for the exclusive use of Her Majesty's ships, and he recommends, with the concurrence of the Minister of Justice, that the portion shown in the accompanying sketch, known as Constance Cove on the Admiralty chart and situated eastwards of a line drawn between Dentze Head and Ashe Head, be designated the man-of-war anchorage, and that such portion of the harbor shall, until otherwise ordered, be set apart for the use of Her Majesty's ships, it being understood that access to the Cove shall at all times be allowed to vessels desiring to make use of the graving dock situated there.

The Committee, concurring in the above, recommend that the Secretary of State be authorized to communicate a copy of this Minute to the Lieutenant Governor of British Columbia.

The Committee further advise that Your Excellency be moved to forward a copy hereof to the Right Honorable the Secretary of State for the Colonies for the information of the Lords of the Admiralty.

All of which is respectfully submitted for Your Excellency's approval.

(Signed),

JOHN J. MCGEE,

TO THE HONORABLE

Clerk, Privy Council.

THE SECRETARY OF STATE.

REPORT OF BRITISH COLUMBIA BOARD OF TRADE :

The Board having had under consideration the letter of the Hon. Provincial Secretary, dated the 25th day of October, 1889, and the enclosures accompanying the same, including the Minute of the Privy Council of the Dominion of Canada, setting apart to the exclusive use of Her Majesty's Naval Authorities that portion of Esquimalt harbor known as Constance Cove, respectfully report thereon as follows, viz. :

1st. That the action of the Privy Council appears to have been taken without due regard to the commercial as well as the public and private interests involved, and without reference to the Provincial Government or any of the officials of the Dominion Government in this Province upon a later report than 1878.

2nd. That owing to the changed conditions of this Province during the past few years, any reports or opinions given previous to 1885 upon this subject would be inapplicable at the present time.

3rd. That Constance Cove is the part of Esquimalt harbor most convenient to the city of Victoria and to the roads connecting that city and the town of Esquimalt.

4th. That it comprises the portion of Esquimalt harbor which, for the past five years at least, has been largely used for commercial purposes and in the opinion of your Board is likely to be more and more required in the future for these purposes in connection with the increased commerce of the ports of Victoria and Esquimalt.

5th. That the area of Constance Cove, as laid out on the plan submitted, may be roughly stated to be an average width of about one-half mile, by a depth of three-quarters of a mile, and is a much larger extent of the harbor than, in the observation of the Members of this Board, has been necessary for the accommodation of the number of ships comprising Her Majesty's fleet which have been in the habit of anchoring in that harbor at one time during many years past.

6th. That at the present time there are five of Her Majesty's ships at anchor in this Cove, viz: H. M. Flagship "Swiftsure," H. M. S. "Amphion," H. M. S. "Champion," H. M. S. "Icarus," and H. M. S. "Acorn."

7th. That for many years past the fleet of H. M. ships lying in this harbor have been few in number and very small in size, and for the greater part of each year during the past five years not more than one of H. M. ships has been occupying the harbor.

8th. That even with a fleet much larger than the present number of ships, there would be ample room for them without rendering it necessary to give them the exclusive use of this portion of the harbor, or to render necessary such an order as has been made by the Privy Council of the Dominion, which we assume to mean the exclusion of merchant ships from any portion of Constance Cove for anchorage; for lying at any of wharves situated on the said Cove; and allowing only the entering of vessels within the limits of said Cove for the purpose of entering the Dry Dock.

The Board, therefore, begs to recommend that the Provincial Government be requested to protest in the strongest manner possible against the Order-in-Council referred to, as being against public interest and likely to seriously interfere with the commerce of the ports of Victoria and Esquimalt, and the private interests of the owners of land fronting on the portion of the harbor which has been so set apart. And the Board further recommend that, if it be necessary to give Her Majesty's ships any privileges over that portion of the harbor of Esquimalt known as Constance Cove, the Provincial Government be requested to recommend the Dominion Government to authorise and instruct the Harbor

Master for the ports of Victoria and Esquimalt to give the ships of Her Majesty's navy all the room they actually require at any time, and the preference of position which the Commanding Officer for the time being may call upon him for, for the requirements of H. M. ships or Dock Yard Authorities at any time, and authorising the said Harbor Master to order the removal of any merchant ships which may be occupying such position.

That a copy of this report be forwarded to the Hon. the Provincial Secretary with the request that immediate action be taken with a view of remedying the great injustice and injury which would unquestionably follow the Order of the Privy Council referred to, to the trade and commerce and other interests of the ports of Victoria and Esquimalt.

Respectfully submitted,

(Signed), ROBERT WARD, President.

(Signed), WM. MONTEITH, Secretary.

VICTORIA, B. C., 29th October, 1889.

LETTER FROM THE PROVINCIAL SECRETARY TO THE BRITISH COLUMBIA
BOARD OF TRADE :

VICTORIA, 21st November, 1889.

SIR,—Your letter of the 13th inst, *re* the removal of the barque "George" from Constance Cove, was duly received and was considered by the Executive yesterday.

I am to acquaint you that it is the opinion of the Executive that any further representations your Board may desire to make in this matter would be more properly and effectually made through the Members of the Dominion Parliament representing the district within which the grievance has arisen.

You are doubtless aware that the Provincial Government took the matter up warmly on becoming aware of the fact that Constance Cove had been set apart for the exclusive use of H. M.'s ships, and forwarded a protest to Ottawa. In view of the action already taken by this Government, it is the opinion of myself and colleagues that if the present appeal were made through the Members of Parliament it would have a better effect than if made as you suggest.

I am, Sir,

Your obedient Servant,

JNO. ROBSON,
Provincial Secretary.

THE PRESIDENT OF THE
BRITISH COLUMBIA BOARD OF TRADE,
VICTORIA.

LETTER FROM THE HARBOR MASTER TO THE MINISTER OF MARINE :

HARBOR MASTER'S OFFICE,

VICTORIA, 20th December, 1889.

SIR,—I have the honor to acknowledge the receipt of your letter dated the 3rd of December, enclosing a copy of a Minute in Council by the Provincial Government of British Columbia, as well as a letter requesting me to fully report on the desirability of "Constance Cove" in Esquimalt harbor being exclusively reserved as an anchorage for Her Majesty's ships.

In reply I beg to state that I fully endorse the action taken by the Provincial Authorities for the following reasons, viz. :

The writer has been nearly thirty years in Victoria, and during the whole of that long period has been closely connected with the Royal Navy and Marine matters.

The mercantile marine, during the whole length of this time, have used Constance Cove without ever clashing in any way with the Royal Naval vessels, until the late trouble with the German barque "J. H. Hustede."

I am of opinion that the flagship of the Commander-in-Chief during his stay, or that of the Senior Officer during the Admiral's absence, should have a selected berth at Esquimalt.

In the remembrance of the writer since 1869, when a Flying Squadron visited Esquimalt from China, we have never had five naval ships at one time before.

I am further of opinion that, were the Cove closed for the exclusive use of Her Majesty's ships, it would materially interfere with private rights, such as wharves, that are now or may in the near future be erected.

Again, vessels bringing cargo and having to lighter to enable them to come into Victoria harbor, should discharge in that portion of the harbor which is known as Constance Cove, because it is the most sheltered part. Vessels that are loading salmon cargoes are obliged at times, for want of water in Victoria harbor, to be towed to Esquimalt to complete their load, and as far as they could go with safety to the east end of Constance Cove has been the berth, because it is more sheltered than to the westward of a line drawn from Deutze to Ashe Head.

Vessels, as a rule, having brought out a general cargo, upon arrival the crews invariably desert, and the ships having to load at Esquimalt,

and not having any hands on board except the Master of the vessel and perhaps one of his officers, the eastern side of the Cove has always been selected for a safe anchorage.

When steamers go into Esquimalt for the purpose of discharging salmon or other cargoes into the vessels waiting, the eastern end of the Cove has always been used, because there is no swell compared with that of the western end of the harbor.

In conclusion I am of opinion that Constance Cove is large enough for all, without clashing in any way with Her Majesty's ships of war. Every facility for the accommodation of H. M. squadron, without interfering in any way with the mercantile marine, can be afforded, as the space now exclusively set apart is far beyond what is ever likely to be required. H. M. ships might have allotted anchorage grounds without giving them the exclusive right of Constance Cove.

And further, if any other convenience is desired as occasion may require, H. M. naval service would receive the first consideration in all cases.

The whole of which I most respectfully submit.

I have the honor to be, Sir,

Your obedient Servant,

W. R. CLARKE,
Harbor Master.

TO THE HONORABLE
THE MINISTER OF MARINE,
OTTAWA, CANADA.

APPENDIX No. 4.

Re Coasting Laws.

LETTER FROM THE CANADIAN PACIFIC NAVIGATION COMPANY TO THE
BRITISH COLUMBIA BOARD OF TRADE :

VICTORIA, B. C., September 27th, 1889.

R. WARD, Esq.,
PRESIDENT OF THE BOARD OF TRADE,
VICTORIA, B. C. :

DEAR SIR,—I desire to call the attention of the Board of Trade of British Columbia to the fact that American vessels are being allowed

facilities for loading cargo at all ports in British Columbia, which are foreign to existing Customs regulations for shipping at such ports ; and I refer specially to the case of the S. S. "Michigan" on more than one recent occasion.

There is no doubt that the action of the Collector of Customs at New Westminster, in permitting American vessels to load cargo at points other than a port of entry, is a direct violation of the Coasting Laws of Canada, and as a representative of the owners of the vessels engaged in carrying most of the traffic between the various ports of British Columbia, I desire to state that by granting such privileges to foreign bottoms those legitimately engaged in *bona fide* Canadian carrying trade are subjected to serious loss and injury.

I may inform you that the trade of British Columbia is very limited at the best, and if American vessels are allowed such privileges as are accorded to them by the Collector at New Westminster, the value of Canadian vessels engaged in coasting must necessarily be depreciated. I could point out two recent instances where an American steamer has entered and cleared at New Westminster, and after having cleared has been permitted to call at the various canneries on the Fraser river and take in the bulk of her cargo for a foreign port.

I would call your attention to the fact that such facilities are not even allowed to American vessels in their own waters. For instance : An American vessel arriving at Port Townsend is not allowed to clear from Port Townsend for Vancouver, and then proceed to Seattle, Tacoma, or any other port on Puget Sound, and return from the same to Vancouver. After entering, she could go to any port, to as many as she pleased in Washington Territory (being an American register), but before she could proceed to Vancouver she must return to Port Townsend for her clearance. In the case mentioned of the Collector at New Westminster, in permitting an American steamer to load at way landings on the Fraser river, the Collector might at least order such steamer to return to the port of entry before granting a clearance to a foreign port.

I trust that you and your Board will take this matter up in the interests of the Province generally, as without protection we cannot hope to place and maintain first-class steamers for the coasting trade of British Columbia.

I also desire to call your attention to Fort Simpson as a port of entry. At the present time it is of no benefit to the Province, though it can at any time be used by American vessels, to the great injury of Canadian vessels. I trust that such representations by the Board will be made

to the Minister of Customs at your next meeting, as will result in doing away with Fort Simpson as a port of entry, until at least such time as it will be of benefit to the commerce of the country.

In giving the above your consideration I would ask you to compare the facilities offered by the Dominion to shippers of all nationalities, in having no less than four ports of entry within a radius of forty miles, with the two American Territories, one (Alaska) to the north, and the other (Washington Territory) to the south of British Columbia. In Alaska there is but one port of entry—Sitka—to which all foreign vessels must proceed. In Washington Territory there is only one port of entry, and one sub-port—two in all,—the sub-port at Roche Harbor being virtually no port at all, and in fact was only opened for the purpose of allowing the farmers of San Juan Island and Orcas Island direct communication with Victoria, in order that they might get their produce in to Victoria without the circuitous route via Port Townsend, and enable them to compete with Canadian farmers on Vancouver Island, and more particularly to the injury of the farmers on the Mainland, who have to send their produce from 40 to 100 miles further.

With the above explanation, I trust that your Honorable Body will see the necessity of aiding and protecting the legitimate carrying trade of the country against unfair competition by foreign steamers.

Dear Sir, yours truly,

(Signed)

JNO. IRVING,

Manager.

P. S.—Since writing the attached letter, I learn that the steamship "Lakme" has been allowed by the Customs officials the privilege of taking salmon from the canneries on the Skeena river. As you no doubt are aware, there is not even the semblance of a village at Skeena, and the nearest port of entry to Skeena is Fort Simpson, which is distant about fifty miles.

Should this be legal there is virtually no protection whatever for Canadian vessels for any in the country. For if a vessel is allowed to proceed to canneries on the Skeena river and canneries on the Fraser river, she certainly must be allowed to go to any other canneries along the coast, or even to call at any settlement along the coast or at any settlement on any one of the rivers, and there cannot be any distinction or difference, with the exception of the class of freight she would probably call for.

COPY OF RESOLUTION *Re* COASTING, SENT TO THE MINISTER OF CUSTOMS,
8TH OCTOBER, 1889 :

“The Board having taken up a communication from the Canadian Pacific Navigation Company, dated 27th September ult., relative to alleged infractions of Canadian Coasting Laws, is of opinion that the subject matter in question should be laid before the Hon. the Minister of Customs, with a copy of the communication referred to, and that the Minister be respectfully asked to give the same his prompt and careful consideration, in order that the existing coasting regulations be firmly and impartially administered ; and that no facilities be afforded foreign shipping which are not in accordance therewith, having in view that no such facilities are extended to Canadian coasters under foreign regulations.

“And this Board would further point out that freight from eastern Canadian points is constantly brought to this port by foreign steamers and distributed at different ports on the Canadian coast by said steamers.

“The Board would also direct the attention of the Hon. the Minister of Customs to Circular No. 116 of the Treasury Department at Washington, addressed to Collectors and Officers of the U. S. Customs.

(Signed) ROBT. WARD,
President.

(Signed) W. MONTEITH,
Secretary.

VICTORIA, B. C.,
8th October, 1889.

LETTER FROM THE BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE
MINISTER OF CUSTOMS :

VICTORIA, B. C.,
8th October, 1889.

SIR,—By direction of the President and Council of the British Columbia Board of Trade, I have the honor to transmit herewith a copy of a letter addressed to the Board by the Canadian Pacific Navigation Company (Limited), having reference to certain alleged infractions, by United States vessels, of the Canadian Shipping Laws.

I further have the honor to hand you a copy of a Minute prepared by the Board in connection with the above matter, as also one of a resolution relating to the desirability of doing away with Port Simpson as a port of entry, the utility of the place in such respect having, in the

opinion of the Board, ceased to exist and its retention as such being calculated to encourage and facilitate the infractions of the law as complained of in the letter above referred to.

The Board trusts that the matter may receive early and careful consideration at the hands of the Government.

I have the honor to be, Sir,

Your obedient servant,

THE HON.

THE MINISTER OF CUSTOMS,
OTTAWA.

W. MONTEITH,
Secretary.

LETTER FROM THE MINISTER OF CUSTOMS TO THE BRITISH COLUMBIA
BOARD OF TRADE :

OTTAWA, 15th October 1889.

W. MONTEITH, ESQ.,
SECRETARY, BRITISH COLUMBIA BOARD OF TRADE,
VICTORIA, B. C. :

SIR,—I am in receipt of your letter of the 8th instant, with copy of a letter addressed to your Board of Trade by Mr. John Irving, Manager of the Canadian Pacific Navigation Company, on the subject of certain alleged infractions of the Canadian Shipping Laws by United States vessels, and also a copy of a Minute prepared by the Board in connection with the same matter, together with a resolution passed by the Board, as to the desirability of abolishing the Customs Outport of Entry at Port Simpson,—and desire to inform you that these matters are now receiving the best consideration of the Government.

I have the honor to be, Sir,

Your obedient servant,

M. BOWELL.

TELEGRAMS FROM BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE
MINISTER OF CUSTOMS, OTTAWA :

[No. 1.]

VICTORIA, 29th October, 1889.

“Referring your letter fifteenth, Board respectfully urges Government,
“pending establishment regular Canadian steamship lines between

"American and Canadian ports on this coast, to permit transportation by
 "American bottoms of Canadian goods coming through United States in
 "bond to ports of destination in this Province."

(Signed), ROBT. WARD,
 President.

[No. 2.]

"Apparent misunderstanding by your Government regarding recom-
 "mendation of British Columbia Board of Trade respecting American
 "steamers coasting in this Province. Board is of opinion that until regular
 "lines of Canadian steamers are established between American and Can-
 "adian ports on this coast permission be asked from the Minister of Cus-
 "toms to allow foreign steamers to carry Canadian goods coming through
 "United States in bond from their port of shipment in United States to
 "one port of destination in this Province. Board respectfully urges this
 "suggestion."

(Signed,) ROBT. WARD,
 President.

LETTER FROM THE HON. THE MINISTER OF CUSTOMS TO THE BRITISH
 COLUMBIA BOARD OF TRADE :

OTTAWA, November 14th, 1889.

ROBERT WARD, Esq.,
 PRESIDENT OF THE BOARD OF TRADE,
 VICTORIA, B. C.

SIR,—I am in receipt of your telegram of the 30th October, express-
 ing the opinion that there is a "misunderstanding by the Government
 regarding recommendations of British Columbia Board of Trade respect-
 ing American steamers coasting in the Province of British Columbia."

It is to be regretted that there should be any misunderstanding upon
 this very important question, but if such exists, I venture the opinion
 that it is not on the part of this Department or of the Government, as
 the documents before me clearly establish.

On the 8th of October, 1889, the Secretary of the British Columbia
 Board of Trade forwarded to this Department a letter under the seal of
 the Corporation, in which he states that, "by direction of the President
 and Council of the British Columbia Board of Trade, he transmits a copy
 of a letter addressed to the Board by the Canadian Pacific Navigation
 Company (Limited), having reference to certain alleged infractions by

United States vessels of the Canadian shipping laws." The Secretary also encloses a copy of "a Minute prepared by the said Board in connection with the above matter," and a Resolution asking the Government to abolish Port Simpson as a Port of Entry, on the ground that its continuance as a Port of Entry "affords foreign shipping facilities to seriously interfere with the carrying trade properly belonging to Canadian vessels."

On reference to the Resolution "passed by the Council of the British Columbia Board of Trade," forwarded to this Department by its Secretary, W. Monteith, Esq., I find that it prays "that the Minister of Customs be respectfully asked to give the complaint of the Canadian Pacific Navigation Company (Limited), dated the 27th September, 1889, relative to alleged infractions of Canadian coasting laws, his careful and prompt consideration, in order that the existing coasting regulations be *firmly and impartially* administered; that no facilities be afforded foreign shipping which are not in accordance therewith, having in view that no such facilities are extended to Canadian coasters under foreign regulations."

After making this emphatic request to have the coasting laws of the Dominion "firmly and impartially administered" without any reservation, the Board, in order to give force and power to its request, "further points out that freight from eastern Canadian points is constantly brought to the port of Victoria by foreign steamers, and distributed to different ports on the Canadian coast by said steamers."

The Board also "directs the attention of the Hon. the Minister of Customs to Circular No. 116 of the Treasury Department, Washington, of July 24th, 1888, addressed to Collectors and Officers of Customs of the United States," for the purpose, I doubt not, of impressing upon the mind of the Minister the action taken by the Treasury Department at Washington, when dealing with a question similar to the one now under consideration.

When the order of October 15th, 1889, was issued by the Customs Department at Ottawa, as suggested by the Council of the British Columbia Board of Trade, enforcing the coasting laws, and thereby restricting the privileges enjoyed in the past by American vessels, the Department had in view the two Circulars issued by Mr. Secretary Manning, of July 2nd, 1885, and of July 24th, 1885, which had the effect of preventing vessels of Canadian register from participating in a trade on the Great Lakes in Ontario, and on the seaboard of the Pacific Ocean, which was and had been enjoyed by United States vessels on the Pacific coast until the issue of said order.

Then follows in the letter of the Secretary of your Board a Resolution passed by the Board, asking for the abolition of Port Simpson, for the reasons hereinbefore pointed out.

With these requests from the Council of your Board of Trade, supplemented by telegrams and letters from Members representing British Columbian constituencies in the Parliament of Canada, and from others interested in Canadian shipping, to accede thereto and to protect, so far as the coasting laws of the Dominion would permit, Canadian shipping interests, all of them sent to the Department, I doubt not, in good faith, it cannot fairly be alleged that the Department misunderstood the requests and demands made by the British Columbia Board of Trade in this particular.

I desire to add that the propriety of enforcing the full observance of the provisions of the coasting laws of Canada by foreign vessels on the shores of the Pacific has, in consideration of the interests of Canadian shipowners, been for some time under the consideration of the Department, but fearing that a prompt and vigorous enforcement thereof to the extent asked by the Council of the British Columbia Board of Trade, might interfere in some way with the trade of the Province of British Columbia (until greater home facilities were afforded for the carrying of goods and merchandise), the Department hesitated to issue orders bringing into operation the full provisions of the coasting laws on the Pacific coast.

Having, however, now had its attention again drawn to the subject by those interested in shipping in British Columbia, supported by so important and influential a body of commercial men as those who compose the Council of the British Columbia Board of Trade, the Department felt justified in believing that the time had come when the coasting laws of the Dominion might be enforced with advantage to the shipping interests of the western portion of the Dominion, and without detriment to the trade of any portion of the country.

Pertinent to this subject, and for the information of your Board, I desire to point out that the Government of Canada has always been prepared to extend to the United States the fullest measure of reciprocity in coasting and wrecking in all parts of the Dominion, whenever that country is prepared to concede the same privileges to Canada, but until this is done, the Department is in accord with the opinion of the Council of the British Columbia Board of Trade, "that no facilities be afforded foreign shipping which are not in accordance with the laws, having in view that

no such facilities are extended to Canadian coasters under foreign regulations."

I have the honor to be, Sir,

Your obedient servant,

M. BOWELL,
Minister of Customs.

TELEGRAM FROM BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE
MINISTER OF CUSTOMS :

VICTORIA, 22nd November, 1890.

Letter received. Please suspend Order pending Board's reply by mail. Unreserved enforcement would prove very disastrous to our commercial interests. Reply by wire.

(Signed,) ROBT. WARD,
President.

LETTER FROM BRITISH COLUMBIA BOARD OF TRADE TO THE HON. THE
MINISTER OF CUSTOMS :

VICTORIA, B. C.,
25th November, 1889.

SIR,—I have the honor to acknowledge receipt of your letter dated 14th inst., and to express the thanks of this Board for the very full and careful consideration which you have devoted to the matter of coasting, recently submitted to you.

It is much to be regretted that the Board, in asking for an impartial administration of the Coasting Laws (as you remark, without reservations) did not more clearly emphasize the complaint which emanated from the Canadian Pacific Navigation Company, and which the Board considered had special reference to the cases of the American steamers "Michigan" and "Lakme," in carrying cargo between various different points on our coast, and which were cited as infractions of the Coasting Laws.

With reference, however, to regular daily (American) steamers bringing Canadian bonded goods to British Columbia from Puget Sound, State of Washington, U. S. A., our coasting trade is not jeopardised thereby, seeing that said steamers merely make the final "haul" of said Canadian bonded goods to *one Canadian port only*, no British steamer being at present available for the purpose. Indeed, the privilege has

been already reciprocated by the United States authorities permitting one of our local steamers to carry American bonded goods from the port of Vancouver to *one* port of entry in the United States.

To the port of Victoria particularly these facilities form a most important and valuable connection in the conduct of a considerable traffic in freight, passengers and mails, and to cut off these facilities at the present time would be inflicting a most disastrous blow to our commerce, while in no way conserving the shipping interests as they at present exist, and I cannot too strongly impress upon your Department the serious results which must follow in the event of the *full provisions* of the coasting laws being enforced, and which the Board sincerely trusts will be suspended, in so far as they relate to cases other than actual coasting between different Canadian ports by foreign steamers.

Confirming my telegrams to you on this point, dated 22nd inst., and to which I await your reply,

I have the honor to be, Sir,

Your obedient servant,

ROBT. WARD,
President.

COPY OF RESOLUTION OF BRITISH COLUMBIA BOARD OF TRADE :

“ *Whereas* no reply having been received to the Board's dispatch and
“ telegram addressed to the Hon. the Minister of Customs, in reference to
“ the Order-in-Council respecting Coasting ; and

“ *Whereas*, in view of said Order having been suspended until the
“ 23rd December inst. only, and the probability of said Order being again
“ enforced after that date,

“ RESOLVED, that Mr. E. G. Prior, M. P., be requested to proceed
“ to Ottawa forthwith and there use his personal efforts and influence
“ with the Dominion Government in securing the withdrawal of said
“ Order-in-Council ; and in the event of Mr. Prior consenting hereto,
“ this Board hereby undertakes to defray his expenses incurred thereby.”

(Signed) ROBT. WARD,
President.

(Signed) W. MONTEITH,
Secretary.

VICTORIA,
13th December, 1889.

APPENDIX No. 5.

Re Immigration into British Columbia.

DATA FURNISHED BY JOHN JESSOP, ESQ., PROVINCIAL IMMIGRATION AGENT.

Estimated increase in population of British Columbia for the year ending 30th June, 1890 :

Victoria City and District	3,500
Other Districts of Vancouver Island	2,500
Vancouver City	4,000
New Westminster City and District	3,000
Kootenay and Interior of British Columbia	1,000

Total.....13,000

The influx of people particularly into the mining districts in the Kootenay country, has been greater during the spring of the current year than in previous seasons.

(Signed) JOHN JESSOP,

IMMIGRATION OFFICE,

Provincial Immigration Agent.

VICTORIA, B. C., 11th July, 1890.

APPENDIX No. 6.

The Fisheries.

SALMON FISHERIES.

MINUTE OF COUNCIL OF BRITISH COLUMBIA BOARD OF TRADE *Re* FISHERIES REGULATIONS.

The Board having in view the various suggestions made to the Department of Marine and Fisheries from time to time with the object of securing regulations conducive to the preservation of the fishing industry on our rivers, while conserving the large vested interests of those engaged therein, is of opinion that the Order-in-Council of 14th March, 1890, defining certain Regulations, *inter alia*, fixing number of licenses and the sums payable therefor, is generally of a discriminating character as affecting the Fraser River fisheries, and of very doubtful practicability of application.

The Board would submit, for the serious consideration of the Hon. the Minister of Marine and Fisheries, the regulations suggested by the Department to the canners and their delegates and their reports thereon, as invited by the Minister, forwarded to the local Inspector, under dates the 15th and 16th January last, as a more equitable adjustment, temporarily, of a matter involving such far reaching and important interests to the Province and Dominion.

The Board would also direct the attention of the Minister to the fact that circumstances have considerably tended to modify the opinions laid before the Department prior to the regulations of limitation of licenses, as suggested by the Board, the objects desired thereby not having since been acquired, and it would seem doubtful whether the system of limitation referred to can be fairly carried out without seriously affecting the fishing industry.

The Board, recognising the difficulties in arranging regulations of a generally suitable character, strongly reiterates the opinion that the solution of this vexed question, which has been a source of irritation to a large and important class for some time past, is only to be obtained from a thoroughly practical acquaintance with the local surroundings and conditions.

The Board therefore trusts that the Honorable the Minister will either personally, or by competent and impartial deputies, as a commission, visit the rivers during the fishing season and acquire such information as will lead to regulations based upon the necessities as gathered from such personal observations and inquiries.

(Signed)

ROBT. WARD,
President.

(Signed)

W. MONTEITH,
Secretary.

VICTORIA, B. C.,
19th April, 1890.

LETTER FROM THE HON. THE MINISTER OF FISHERIES TO THE BRITISH COLUMBIA BOARD OF TRADE :

OTTAWA, 8th May, 1890.

SIR,—I have the honor, by direction, to acknowledge the receipt of your letter of the 19th ultimo, transmitting a copy of a Minute of the British Columbia Board of Trade on the subject of certain Fishery Regulations adopted by the Privy Council on the 14th of March last ; and in reply to state that the representations made by the Board will not fail to

engage the careful attention of the Minister, who, however, regrets to find that the efforts of his Department to protect the Salmon Fishery on the Fraser River from exhaustion do not meet with the approval of those most directly interested therein.

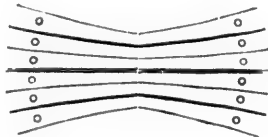
I am further to state that the Minister of Marine and Fisheries will, if possible, visit the Province of British Columbia during the summer, when he will be glad to confer with the Board of Trade on this matter.

I have the honor to be, Sir,

Your obedient servant,

JOHN TILTON,
Dep. Minister of Fisheries.

ROBERT WARD, ESQ., *J. P.*,
Presdt., B. C. Board of Trade,
VICTORIA, B. C.



BRITISH COLUMBIA SALMON PACK.

SEASON 1880.

FRASER RIVER.

Ewen & Co.	33,582
British America Packing Co.	25,398
Delta Canning Co.	23,913
British Columbia Packing Co.	20,617
Laidlaw & Co. (Sapperton)	20,357
Wellington Packing Co.	20,064
M. M. English	19,500
Bon Accord Fishery Co (Sea Isl.)	18,085
(Coquitlam)	18,073
Richmond Canning Co.	17,170
E. A. Wadhams	17,000
Harlock Packing Co.	15,480
Canoe Pass Canning Co.	14,500
Beaver Canning Co.	14,253
C. G. Hobson & Co.	13,716
British Columbia Canning Co., (Deas Island)	12,158

Total.....303,875

SKEENA RIVER -

British America Packing Co.	12,384
R. Cunningham	10,000
North Pacific Canning Co.	9,880
Balmoral Canning Co.	9,080
Windsor Canning Co.	8,686
Inverness Canning Co.	8,135

Total.....58,165

RIVERS INLET—

Rivers Inlet Canning Co.	16,682
Wannuck Packing Co.	9,022

Total.....25,704

NAAS RIVER—

A. J. McLellan	10,131
Naas River Cannery	4,740
Cascade Packing Co.	4,539

Total.....19,410

ALERT BAY—

Alert Bay Canning Co.	7,140
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Total.....7,140

SUMMARY.

TOTAL PACKS—

Fraser River	303,875
Skeena River	58,165
Rivers Inlet	25,704
Naas River	19,410
Alert Bay	7,140

TOTAL PACK OF B. C.....414,294

Salmon Shipment from Victoria,
B. C., in detail.

TO LONDON.

Direct	169,832
Via San Francisco	12,000
Via Rail	60
	182,432

TO LIVERPOOL.

Direct	113,308
Via San Francisco	42,707
	156,015

EASTERN CANADA.

Via Rail	12,201
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AUSTRALIA.

Direct	2,500
Via San Francisco	21,531
	24,031

VALPARAISO.

Via San Francisco	400
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Local Sales and Stocks in Warehouses	9,145
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TOTAL B. C. PACK (Cases).....414,294

Salmon Fleet from Victoria.

TO LONDON.

<i>Ships</i>	<i>Sailed</i>	<i>Cases</i>
"Doris Broderson"	14th Sep., '89.	27,998
"Titania"	28th Sep., '89.	33,721
"J. H. Hustede"	23rd Oct., '89.	56,684
"Tythonus"	9th Nov., '89.	51,429

Total to London direct.....169,832

TO LIVERPOOL.

<i>Ships.</i>	<i>Sailed</i>	<i>Cases</i>
"Lebu"	23rd Oct., '89.	31,801
"Norcross"	7th Dec., '89.	44,522
"Dochra"	26th Dec., '89.	39,985

Total to Liverpool direct.....113,308

FUR SEAL FISHERIES.

RETURN SHOWING THE NUMBER OF VESSELS, BOATS, AND MEN ENGAGED
IN THE MARINE FUR FISHERY OF BRITISH COLUMBIA, WITH THE
PRODUCTS AND VALUE, FOR THE SEASON 1889.

Names of Vessels. (British.)	Names of Owners.						Total No. of Seals taken.	Total Value of Seals taken.
		Tonnage.	No. of Boats.	No. of Men.	No. of Seals taken in British Columbia.	No. of Seals taken in Behring's Sea.		
Pathfinder	Munsie & Co.	66	5	20	942	48	990	
Theresa	Babbington & Co.	63	5	23	482	828	1,310	
Viva	Munsie & Co.	93	6	23	1,481	2,182	3,663	
Annie C. Moore.	A. Hacket & Co.	117	6	23	802	1,318	2,120	
Penelope	M. Moss & Co.	69	6	18	384	1,796	2,180	
Sapphire	E. B. Marvin & Co.	126	15	38	1,364	1,626	2,990	
Juanita	Hall & Goepel	40	8	20	135	29	164	
Mary Taylor	F. Carne & Co.	42	8	20	747	...	747	
Minnie	V. Jacobson	46	8	22	200	500	700	
Wanderer	H. Packston & Co.	25	7	17	178	...	178	
Ariel	J. Buckman	90	6	21	841	844	1,685	
Lily	Gutman & Frank.	68	12	29	280	74	354	
Back Diamond	J. L. Penny	81	10	24	629	55	684	
Kate	C. Spring	58	9	22	624	800	1,424	
Favorite	C. Spring	79	12	30	340	1,764	2,104	
Mountain Chief	J. Nawassum	26	5	10	210	...	210	
Sierra	Cheemather & Co.	25	5	10	80	...	80	
W. P. Sayward	Carl & Lunberg.	60	10	27	557	1,643	2,200	
Winifred	H. McL. McDonald	13	3	10	22	...	22	
Beatrice	Capt. W. Grant.	67	8	21	500	700	1,200	
Maggie Mac	J. Dodd & Co.	71	6	21	777	1,290	2,067	
Triumph	G. C. Baker & Co.	97	8	27	72	...	72	
Venture	Morris Moss	48	7	18	317	...	317	
Mollie Adams	E. B. Marvin	118	7	23	...	1,553	1,553	
TOTAL BRITISH VESSELS		1588	182	517	11,964	17,050	29,014	\$ 203

APPENDIX No. 7.

Re Governor General's Visit.

ADDRESS PRESENTED TO HIS EXCELLENCY THE GOVERNOR-GENERAL BY
THE BRITISH COLUMBIA BOARD OF TRADE, AND REPLY THERETO :

*To the Right Honorable Sir Frederick Arthur Stanley, Baron Stanley of
Preston in the County of Lancaster, in the Peerage of the United King-
dom ; Knight Grand Cross of the Most Honorable Order of the Bath,
Governor General of Canada and Vice Admiral of the same, &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY :

We the Members of the British Columbia Board of Trade avail of
the opportunity afforded by the advent of Your Excellency to this, the

commercial and political capital of the Pacific Province, to tender to Your Excellency as her Majesty's Representative, and to Lady Stanley, a very loyal respectful and cordial welcome.

1. In traversing the breadth of the Province, Your Excellency will doubtless have had the opportunity of forming a comprehensive idea of its vastness, its great natural resources, its temperate climate and its wonderful scenery.

2. The completion of the trans-continental Railroad, uniting this Province with the other component parts of the Dominion, and the inauguration of a Mail Steamship Service with the Orient, have had the effect of bringing this section of the country into greater prominence abroad and of stimulating the flow of immigration to this coast. It is however a matter of regret and disappointment to the commercial community of this particular portion of the Province that the mail steamers referred to should not have been compelled by the conditions of their contract with the Imperial Government to call at the port of Victoria, both on the inward and outward passages, for the purpose of landing and embarking mails and passengers. The repeated and earnest representations of this Board, addressed both to the Imperial Government and that of Your Excellency, have not met with the consideration which it was reasonably expected would be accorded to them, in view of the importance of the place as the chief port and commercial centre of the Province.

The inconvenience suffered by the port of Victoria is shared in a corresponding degree by that of Esquimalt, immediately adjacent, the headquarters and coaling station of Her Majesty's fleet in these waters.

It may be incidentally mentioned that of the total Custom's Revenue derived from the Province during the past fiscal year, the port of Victoria contributed nearly eighty per cent.

During the fishing season just terminated the unusually large catch of salmon on the Fraser River has been productive of beneficial results not only to those actually engaged in the industry but to the Province generally.

The question of the adequate preservation of this valuable branch of our fishery resources has long engaged the attention of this Board and has formed the subject of frequent communications with Your Excellency's Government.

In view of the rapid depletion of the leading salmon rivers in the United States, as the result of over-fishing, this Board cannot too forcibly point out the extreme necessity of formulating such regulations as may

without interference with the vested interests of those engaged in the industry, afford the means of averting the evil alluded to. This Board would suggest that a personal visit of the Honorable the Minister of Fisheries, at the proper season, might prove conducive to the desired result.

In this, as in other branches of local enterprise, the absence of a sufficient supply of cheap labor has a tendency to militate against the rapid expansion of the industry.

4. Our deep sea fisheries are as yet in their infancy, but such exploratory surveys as have been made by private parties have amply demonstrated the fact that our coast abounds with valuable fish in practically unlimited quantities. A more thorough survey, in order to locate accurately the positions of the various cod-banks which are known to exist off the coast of Vancouver's and Queen Charlotte's Islands, is urgently required, and this Board had hoped that the promise received by them from Your Excellency's Government, regarding the carrying out of this project would have been ere this fulfilled.

5. The fur seal fisheries have for several years past suffered severely in consequence of the uncertainty and risk attendant upon the prosecution of this industry in Behring's Sea from the continued delay in adjusting the points at issue between the Government of Great Britain and that of the United States. The port of Victoria being the headquarters of this industry on the Pacific Seaboard of the Dominion is naturally deeply interested in seeing a speedy and satisfactory termination of the difficulties referred to and a fair compensation awarded to those among her merchants. Merchants and shipowners upon whom serious losses and gross indignities have been inflicted.

6. The development of the mineral and timber wealth of the Province progresses satisfactorily and the coal fields of Vancouver's and Queen Charlotte's Islands promise to attain a world-wide celebrity. As in the case of the deep sea fisheries, all efforts at developing these resources are heavily handicapped, owing to the absence of any neighboring market for our raw products, and, in the opinion of this Board, the natural and only solution of the difficulty lies in the negotiation of such reciprocal arrangements with the Government of the United States as would provide for the free interchange of all such commodities between that country and the Dominion.

7. The rapid developing of the neighboring territory of Alaska, and the assumption that the resources of the adjoining British territory

on this side of the boundary (which forms part of the Province of British Columbia) will prove equally valuable, point to the necessity of determining without further delay the true geographical limits of the Province in that direction. It is therefore to be hoped that immediate steps may be taken to have this matter, which has already been brought to the notice of Your Excellency's Government, definitely and permanently settled.

8. As it is confidently expected that in the near future the northern portion of our coast will be more frequently visited by foreign shipping, we would take the opportunity of recommending that Your Excellency's Government should take steps to have the section of coastline in question adequately lighted, and beacons and buoys placed on points where they may be deemed necessary. At present no lighthouse beacon, or even a buoy exists at any point further north from Victoria than Comox, about 130 miles distant. The total extent of the coast line of British Columbia is about 750 miles.

9. The projected construction of a second trans-continental railroad through British territory, terminating in this Province, which it is to be hoped may shortly be commenced, will undoubtedly exercise a most beneficial effect upon the development of the country generally.

On Vancouver's Island the contemplated extension of our trunk railroad to its northern extremity and southward to a point in close proximity to the American shore of the Straits of Fuca (with which communication will be established by means of a steam ferry,) will have the effect of throwing open large tracts of land eligible for settlement and of providing an improved means of communication between the United States on the south and their territory of Alaska on the north.

With the construction of railways the resources of this section of the country will be rapidly developed and we venture to entertain the hope that Your Excellency's Government may perceive the necessity for granting as liberal assistance in the way of subsidies to such works within this Province as they have to similar undertakings in other parts of the Dominion.

10. On the occasion of the visit of Your Excellency's distinguished predecessor, Lord Lansdowne, this Board, in its address to him, adverted to the injury which had resulted to the trade of the country generally from the continued absence of any Insolvency Law, whereby a fair and equitable distribution of assets belonging to insolvent estates might be secured to creditors.

It is a lamentable fact that the trade of the Dominion still continues to suffer from the want of this necessary protection.

11. The advantages offered by this Province as a field for industrial enterprise are possibly not sufficiently widely known, its remoteness prior to the recent establishment of railroad communication with the Atlantic seaboard having had the effect of discouraging the influx of foreign capital necessary for that purpose, but, with the present and prospective facilities for travel and transport, there can be little doubt that our magnificent natural resources, as yet comparatively untouched and only in a measure explored, will attract the attention which they merit at the hands of capitalists.

12. Your Excellency will doubtless refer to the earnest consideration of your constitutional advisers the several representations and recommendations which we have ventured to embody in this address.

In conclusion, we would give expression to the sincere hope that the visit of Your Excellencies to these shores may be productive of pleasurable recollections in the future, and again tendering to Your Excellency as Her Majesty's Representative a most respectful, loyal and cordial welcome.

We have the honor to subscribe ourselves,

Your Excellency's Most obedient and humble Servants,

Signed on behalf of the Members of the British Columbia Board of Trade this 7th day of October in the year of Our Lord one thousand eight hundred and eighty-nine.

ROBERT WARD, President.
WM. MONTEITH, Secretary.

LORD STANLEY'S REPLY TO THE BRITISH COLUMBIA BOARD OF TRADE ADDRESS.

MR. PRESIDENT AND GENTLEMEN :

It is a source of great satisfaction to me to meet you here this morning. I recognize in your address the fact that there is something more than the usual complimentary expressions, and I thank you sincerely for the kindness you have evidenced towards myself, and you will not, I trust, think it out of place for me to take up the different points touched upon in your address, and offer a few remarks on each in

turn. In the first place, on behalf of Her Majesty, as her representative, I thank you for the expressions of loyalty which you made towards herself, and her throne, and I am conscious that in no portions of her dominions has she more loyal subjects than in this Province and in your city. I thank you also for your kindly welcome to Lady Stanley. I am glad to recognize, as I have said on other occasions throughout my long journey, here and everywhere, such expressions of loyalty, and I observe everywhere an evidence of growing prosperity which I hope is common to all parts of our Dominion.

In your address you have not lost sight of the fact which otherwise I should have had to point out to you, that it is only through my constitutional advisers that I can exercise my powers in the Dominion of Canada, and of course any remarks I may make must be tempered by the views of those advisers, to whom I shall refer any question to be dealt with, and the disposition of it must remain entirely in their hands.

You refer in your address to the completion of the trans-continental railway. No one can deny for a moment that this has had an effect of which we now can hardly realize or appreciate the results in bringing closer together the provinces of the Dominion and uniting them into one great whole. Prior to the establishment of the line of the Canadian Pacific railway you were, in a certain sense, separate and apart. It could not be otherwise from the very nature of things, and however much the Dominion Government might have desired by confederation that British Columbia should be an integral part of the Dominion, it was not possible at that time to compete on fairly equal terms with the other provinces. The situation is now changed. You have become the great gate to the whole western traffic of this continent. Personally, I have always been deeply impressed with the importance of this great line of communication for commercial and other purposes connected with the Mother Country and her possessions in the East Indies, Australia and China. I believe, with you, that it is possible within no remote distance of time a great channel of trade will lie through your port to China and Australia, and that with ordinary enterprise, and only adopting even the most ordinary means, a very large proportion of that trade must pass through your port, and thus it will become the great western gate through which trade will pass to those countries. I feel that the Dominion Government will at all times be ready to recognize the importance of an outlet for those industries, and I am quite sure that those who are in office at the present moment are fully alive to the importance of opening up this trade, and do not think any stone will be left unturned by them in the effort to fulfil this purpose. As you are

well aware, a proposal was made some time ago by the Australian colonies that a conference should take place to decide as to the best means for increasing the facilities of telegraphic and steamship intercourse, and that the Hon. Mr. Abbott would be there before now to meet the conference but that some delay of which I am not aware has prevented the meeting, I cannot help thinking that from an interchange of views which will thus be had, great benefit will accrue to the Dominion of Canada and to the Australian colonies.

With regard to the China service, I am glad to think as I have had occasion to say elsewhere, that it has fallen to my lot to obtain the sanction of the English cabinet to the proposal for a subsidy for this line passing across the Pacific ocean ; but it has taken a long time to work out, and even now, I am sorry to find that some of the terms of the contract are not wholly satisfactory. All I can say is that so far as they were made public, and privately, as much as even of which you speak in your address, I am not exactly aware to what cause this alleged non-compliance with your wishes is due, although I have, I now remember, heard that the existing facilities at your port were not supposed to accommodate the steamers without material delay upon the voyage, which, I need hardly say, is regarded as a matter of primary importance. I have reason to hope, however, that arrangements may be made which will be satisfactory to you, as I believe Mr. Van Horne, speaking as the mouth-piece of the C. P. R. Co., has said that connection would be made as far as possible, and the grievance to a certain extent, would be redressed.

I am glad to think that the large catch of salmon on the Fraser river has been productive of beneficial results not only to those immediately engaged, but also to the Province generally, and I think that you are taking time by the forelock by drawing the attention of the Government to the necessity of precautions being taken for the preservation of such valuable fisheries. Although, as a matter of fact, I do not at the present time believe that any material curtailing of the fisheries could be obtained ; at the same time, it is only wise to prepare for the event should it be necessary to impose additional regulations, and the attention of the Minister of Marine and Fisheries shall be drawn to your suggestions, and I assure you I believe a personal visit on his part at the proper time would tend largely to place matters on a right footing, as he no doubt would have the advantage which nothing but personal observation of the circumstances would give, and much good would thereby proceed from his visit.

With regard to the deep sea fisheries, I was not personally aware that a promise had been received by you from the Dominion government regarding the location of these fisheries, but I am sure that if such has been the case, it has been owing to unavoidable causes that delay has been occasioned. It is not by any means an easy matter to make the fisheries such as are suggested in the paragraph of your address, and upon that point, again, I can say I shall take an early opportunity of drawing the attention of the Government to the promise received by you from them and endeavor to impress upon them the necessity for its fulfillment.

With regard to the fur seal fisheries, I must be allowed to pass that question with less remark than I should desire to make at any other time. I think there is no one, either connected with the Dominion Government or with the Imperial Parliament who does not sympathize very deeply with you on account of the impediments which have been placed in the way of the sealing industry, and as you are aware, diplomatic representations have been made from time to time to the United States Government upon this subject, and I have reason to believe at the present moment are being made, and that exchanges of opinion are taking place between the two Governments and you can easily understand that I should run the risk of doing more harm than good if I were to make use in my remarks to you, of any expressions which, however well meant, might be taken up and misinterpreted by others. All I can assure you is (and I speak as a past Member of the British Government) that there is a very deep feeling of sympathy felt towards those who have received injury in the prosecution of this industry; there is an earnest desire that this matter be settled speedily and satisfactorily.

The mineral and timber wealth of your Province speaks for themselves. I have understood that in regard to the development of your minerals, in certain minds there has been some difference of opinion between the Provincial and Dominion governments, but I do not think it is a matter in which the difficulties of settlement are insuperable. I propose at as early a date as possible to draw, if possible, the attention of the government to this matter, and use my best efforts to effect the desired end. While fully appreciating your position owing to the lack of a neighboring market for your productions, you will pardon me if I observe a discreet silence on the matter of reciprocal arrangements with the neighboring government. In my position I must uphold the policy of the country when once determined with due regard to the considerations

entering into the decisions of the government. I will assure you that I shall always have due regard to the considerations which weigh in the development and progress of your province.

The boundary between your Province and the Territory of Alaska has been one of those perplexing questions which have been from time to time taken up and again set aside. It has never, I believe, lost sight of by the two governments. But while sharing your hope for an early demarcation, I am not in a position to say anything definite upon the subject.

With regard to the question of lighting the coast line, I regard it as a formidable task proposed by you. To survey the 750 miles of coast is a large undertaking. On the other hand, I have no doubt, judging from what has taken place on more frequented portions of the coast, that as commerce increases and more vessels sail over the northern parts of the coast, the Minister of Marine will have his attention attracted to the matter, and there, as in other parts of the Dominion, the coast will become well lighted.

With regard to the construction of a second trans-continental railway, I have only to say that as I just now expressed my views upon the advantage of increased communication which is one of the elements of commerce, at the same time there are not wanting those who would accuse the Dominion government for the present and past for having almost unduly given subsidies to railways in various places, and having in that form pushed on the construction of such works in advance of the requirements. It is not for me to express a definite opinion upon what belongs to the Parliamentary authority. All I hope, is that the progress of the Dominion be advanced as far as possible, and trust that the Ministers may find themselves in a position to propose to and receive from a willing Parliament such subsidies as those for which you have spoken in your address.

With regard to Insolvency Law, I am hardly in a position to speak. I shall draw the attention of the Minister of Justice, who, I presume is the responsible party, to this subject. I believe that great advantage may be received on such a subject by advice tendered to him by the responsible Boards of Trade throughout the country. The question of Insolvency law, as you know, is one which in the Mother Country has received very great attention, and although on the whole the present law in force is satisfactory, it must be said that it has only been after great difficulties and many attempts that success has issued. The questions is, therefore, a very difficult one to deal with. The fundamental principle I

gather to be to encourage soundness in trade notwithstanding the keen competition to which it is now subjected, and on the other hand, where there is a failure to realize with the least delay and with the least possible disturbance of the various interests of creditors, from the assets available from the bankrupt's estate. I do not doubt that, on this as well as on every other subject mentioned, representations made by your Board will be very carefully considered with due regard to the interests of the whole Province.

I am very glad to have had the pleasure of meeting you this day. I have sufficient experience as President of the Board of Trade in the Mother Country to recognize fully the advantages which can be derived by Ministers of the Government from such communications as yours to me to-day. It is a great advantage on many occasions to be able to learn the sentiments of a body of gentlemen so intimately connected with the questions as you have at length expressed them. From the statistics shown in the table you have appended, your prosperity appears to be increasing, and when I observe the volume of trade exhibited, I can only hope that it may not only be trebled and quadrupled, but increased many hundredfold, and that the true prosperity of British Columbia and especially of the city of Victoria may be one with the prosperity of the Dominion.

I trust that any reserve between us has been dissipated, and that you will freely express yourselves on future occasions as you have now. In taking leave of you, I wish you all prosperity and success.

At the conclusion of His Excellency's reply to the address, Mr. Robert Ward, on behalf of the members, presented His Excellency with a copy of the last report of their Board, and thanked His Excellency for his very full remarks upon the questions brought before him, and assured His Excellency of the satisfaction felt by them at the happy result of their deputation.

SHIPPING.

APPENDIX No. 8.

PORT OF VICTORIA, B. C.—Statement exhibiting the number of vessels, with their tonnage and crews, which arrived at and departed from this Port (seaward) during the fiscal year ending 30th June, 1890, distinguishing the countries to which they belong,—not including vessels trading between Ports within the Dominion :

ARRIVED.			
Under what Flag.	Number.	Tons.	Crew.
British.....	53	19,352	850
United States.....	651	640,086	34,517
French.....	1	1,069	19
German.....	1	1,092	10
Danish.....	1	648	16
Total	707	662,217	35,412

RECAPITULATION.			
Under what Flag.	Number.	Tons.	Crew.
British Steamers.....	11	5,781	267
" Sailing Vessels	42	13,541	583
Total British.....	53	19,322	850
Foreign Steamers.....	625	632,075	34,199
" Sailing Vessels.....	29	10,820	363
Total Foreign.....	654	642,895	34,562
Total British and Foreign	707	662,217	35,412

PORT OF VICTORIA, B. C.—Statement exhibiting the number of vessels, with their tonnage and crews, which arrived at and departed from this Port (seaward) during the fiscal year ending 30th June, 1890, distinguishing the countries to which they belong,—not including vessels trading between ports within the Dominion:

DEPARTED.

Under what Flag.	Number.	Tons.	Crew.
British	81	25,899	1,403
United States	596	596,543	32,805
German	1	1,092	16
Danish	1	648	19
Total	679	624,182	34,243

RECAPITULATION.

British Steamers.....	25	12,778	639
British Sailing Ships.....	56	13,121	764
Total British.....	81	25,899	1,403
Foreign Steamers.....	577	594,978	32,657
Foreign Sailing Vessels.....	21	3,305	193
Total Foreign.....	598	598,283	32,840
Total British and Foreign	679	624,182	34,243

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PORT OF VICTORIA, B. C.—Annual Return showing the description, number and tonnage of vessels built and registered, also the number, tonnage and value of vessels sold to other countries, at this Port during the fiscal year ending 30th June, 1890:

STEAMERS.

Class of Vessel.	BUILT.		REGISTERED.	
	No.	Tonnage.	No.	Tonnage.
Steamers (screw).....	4	330.16	3	534.49
Total Steamers.....	4	330.16	3	534.49

SAILING VESSELS.

	BUILT.		REGISTERED.	
	No.	Tonnage.	No.	Tonnage.
Schooners.....	1	50.33	4	324.28
Total Sailing Vessels.....	1	50.33	4	324.28
Grand Total.....	5	380.49	7	858.77

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PORT OF VICTORIA, B. C.—Statement of vessels (British, Foreign and Canadian) entered inward (from sea) at this Port during the fiscal year ending 30th June, 1890 :

BRITISH WITH CARGOES.

Whence arrived.	No. of Vessels.	Tons Register.	QUANTITY OF FREIGHT.		Crew.
			Tons Weight.	Tons Measurement.	
United Kingdom.....	9	8,581	6,638	7,953	158
United States.....	4	3,884	....	331	86
China.....	1	369	....	441	10
Total.....	14	12,834	6,638	8,725	254

CANADIAN WITH CARGOES.

United States.....	2	956	....	63	113
From Sea Fisheries.....	26	2,020	65	..	355
Total.....	28	2,976	65	63	468

FOREIGN WITH CARGOES.

United Kingdom.....	2	1,740	....	2,922	26
United States.....	480	429,342	....	21,791	24,394
Peru.....	1	972	5	....	16
Siam.....	1	895	1,305	....	16
From Sea Fisheries.....	2	193	10	....	39
Total.....	486	433,142	1,320	24,713	24,491
Total with Cargoes.....	528	448,952	8,023	33 501	25,213

PORT OF VICTORIA, B. C.—Statement of vessels (British, Canadian and Foreign) entered inward (from sea) at this Port during the fiscal year ending 30th June, 1890 :

BRITISH IN BALLAST.

Whence Arrived.	No. of Vessels.	Tons Registered.	Crew.
Peru.....	1	1,052	22
Sandwich Islands.....	1	961	11
Total.....	2	2,013	33

CANADIAN IN BALLAST.

Whence Arrived.	No. of Vessels.	Tons Registered.	Crew.
United States.....	8	1,130	85
China.....	1	369	10
Total.....	9	1,499	95

FOREIGN IN BALLAST.

Whence Arrived.	No. of Vessels.	Tons Registered.	Crew.
United States.....	161	205,450	9,964
Sandwich Islands.....	1	99	8
Japan.....	2	2,935	45
Chili.....	1	1,069	19
Froia Sea Fisheries.....	3	200	35
Total.....	168	209,753	10,061
Total in Ballast.....	179	213,265	10,199

PORT OF VICTORIA, B. C.—Statement of vessels, British, Foreign, and Canadian. entered inward (from sea) at this Port, during the fiscal year ending 30th June, 1890.

RECAPITULATION,

WITH CARGO.

Under What Flag.	No. of Vessels.	Tons Registered	Quantity of Freight. Tons Weight.	Tons Measure.	Crew.
British	14	12,834	6,638	8,725	251
Canadian.....	28	2,976	65	163	468
Foreign.....	486	433,142	1,320	24,713	24,491
Total	528	448,952	8,023	33,501	25,213

IN BALLAST.

British.....	2	2,013	....	....	33
Canadian.....	9	2,499	....	....	95
Foreign.....	168	209,753	....	....	10,071
Total.....	179	213,265	....	....	10,199
Grand Total.....	707	662,217	8,023	33,501	35,412

PORT OF VICTORIA, B. C.—Statement of vessels, British, Canadian and Foreign, entered outwards (for sea) at this Port during the fiscal year ending 30th June, 1890 :

BRITISH WITH CARGOES.

Countries to which Cleared.	No. of Vessels.	Tons Registered.	Quantity of Freight. Tons Weight.	Tons Measure.	Crew
United Kingdom.....	5	4,619	....	6,341	91
United States.....	6	3,366	....	55	158
Total.....	11	7,985	....	6,396	249

CANADIAN WITH CARGOES.

United States.....	2	151	....	88	13
Sandwich Islands	1	99	....	90	8
Total.....	3	250	....	178	21

FOREIGN WITH CARGOES.

Under what Flag.	No. of Vessels.	Tons Registered.	Quantity of Freight, Tons Weight.	Tons Measure.	Crew
United Kingdom.....	2	1,740	....	2,842	35
United States.....	288	297,189	....	6,909	16,481
Total.....	290	298,929		9,651	16,516

BRITISH IN BALLAST.

United States.....	18	1,254			410
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CANADIAN IN BALLAST.

United States.....	12	2,158			210
To Sea Fisheries.....	37	2,962			513
Total.....	49	5,120	....	....	723

FOREIGN IN BALLAST.

United States.....	300	298,067	....	....	16,213
Sandwich Islands.....	1	706	....	....	24
Japan.....	1	61	....	....	5
To Sea Fisheries.....	6	520	....	....	82
Total.....	308	299,354	....	....	16,324

RECAPITULATION.

WITH CARGO.

British.....	11	7,985	....	6,396	249
Canadian.....	3	250	....	178	21
Foreign.....	290	298,929	....	9,651	16,516
Total.....	304	307,164	....	16,225	16,786

IN BALLAST.

British.....	18	12,544	....	....	410
Canadian.....	49	5,120	....	....	723
Foreign.....	308	299,354	....	....	16,324
Total.....	375	317,018	....	....	17,457
Grand Total.....	679	624,182	....	16,225	34,243

PORT OF VICTORIA, B. C.—Statement of vessels, British, and Foreign, employed in the Coasting Trade of the Dominion of Canada, which arrived at or departed from this Port during the fiscal year ending 30th June, 1890 :

	Number.	Tonnage.	Crew.
Steamers—Screw	719	468,819	9,118
Paddle	177	126,571	3,408
Sternwheel	48	32,064	480
Total Steamers	944	627,504	13,006
Sailing Vessels—Schooners	41	713	125
Sloops	9	43	16
Total Sailing Vessels	50	756	141
Grand Total	994	628,260	13,147

VESSELS DEPARTED.

Steamers—Screw	720	466,498	9,098
Paddle	177	126,787	3,418
Sternwheel	49	32,732	490
Total Steamers	946	626,017	13,006
Sailing Vessels—Schooners	34	509	100
Sloops	7	31	11
Total Sailing Vessels	41	540	111
Grand Total	987	626,557	13,117

RECAPITULATION.

	Number.	Tonnage.	Crew.
Arrived, British	994	628,260	13,147
Departed, British	987	626,557	13,117
Grand Total—Arrived and departed. .	1981	1,254,817	26,264

CUSTOMS STATISTICS.

APPENDIX No. 9.

EXPORTS.

Exports from the Port of Victoria, B. C., for the fiscal year ending 30th June, 1890 :

Gold in Dust and Bars.....	\$452,579 00	
Coal.....	8,975 00	
Silver Ore.....	5 00	
Sand.....	30 00	
Total, the Mine.....		\$ 461,589 00
“ Fisheries.....		2,186,940 00
“ Forest.....		165 00
“ Animals and their produce.....		340,372 00
“ Agricultural produce.....		3,124 00
“ Manufactures.....		71,295 00
“ Miscellaneous.....		29,566 00
“ Coin and bullion.....		50,127 00
Goods, the produce of British Columbia.....		\$3,023,039 00
Goods, not the produce of British Columbia.....		120,139 00
Grand Total.....		\$3,143,178 00

COUNTRIES EXPORTED TO—

United Kingdom.....	\$1,913,967 00	Salmon, Furs, &c.
United States.....	1,155,846 00	Gold Dust, Fish, Hides, &c.
China.....	2,922 00	{ Personal Effects, Opium, Shells, &c.
Australia.....	67,591 00	Salmon, canned and pickled.
Germany.....	12 00	Salmon pickled.
Mexico.....	20 00	Books.
Sandwich Islands.....	2,500 00	Miscellaneous.
Japan.....	250 00	“
Total.....	\$3,143,178 00	

Exports from the Port of Nanaimo, B. C., for the fiscal year ending 30th June, 1890 :

Countries Exported to.		Value.
United States.....	486,804 tons Coal	\$1,897,123 00
Sandwich Islands	2,578 " "	10,312 00
Japan	1,800 " "	7,200 00
Hong Kong	1,855 " "	7,254 00
Total Coal		493,037 tons. \$1,921,889 00
United States	4,575 " Iron Ore.....	9,150 00
" "	771 " Stone.....	2,476 00
" "	" Hides.....	425 00
" "	36,500 feet Boards and Plank.	494 00
" "	" Clothing.....	75 00
" "	" Machinery.....	35 00
Total Exports.....		\$1,934,544 00

Exports from the Port of New Westminster, B. C., for the fiscal year ending June 30th, 1890 :

Value.....\$221,744 00

Exports from the Port of Vancouver, B. C., for the fiscal year ending 30th June, 1890 :

Total value of Exports.....\$485,735 00

Exports, the produce of Canada, from the Province of British Columbia, for 18 years ending 30th June. 1889 :

Year.	The Mine.	Fisheries.	Forest. their Produce	Animals and Agric'l Produce	Miscel-	Total.
1872	\$1,389,585	\$ 37,707	\$214,377	\$214,700	\$ 142 \$1,540	\$1,858,050
1873	1,224,362	43,361	211,026	259,292	2,885 1,197	1,742,123
1874	1,351,145	114,118	260,116	320,625	5,296 443	2,051,743
1875	1,929,294	133,986	292,468	411,810	9,727 —	2,777,285
1876	2,032,139	71,338	273,430	329,027	3,080 68	2,709,082
1877	1,708,848	105,603	287,042	230,893	3,083 1,500	2,346,969
1878	1,759,171	423,840	327,360	257,314	462 —	2,768,147

Year.	The Mine.	Fisheries.	Forest.	Animals and their Produce	Agric'l Produce	Miscellaneous.	Total.
1879	1,530,812	633,493	273,366	268,671	2,505	57	2,708,848
1880	1,664,626	317,410	258,804	339,218	3,843	100	2,584,001
1881	1,317,079	400,984	172,647	350,474	248	22	2,231,554
1882	1,437,072	976,903	362,875	300,429	946	2,616	3,080,841
1883	1,309,646	1,332,385	407,624	287,394	6,791	443	3,345,263
1884	1,441,052	899,371	458,365	271,796	1,745	1,413	3,100,404
1885	1,759,512	727,672	262,071	414,364	2,324	5,948	3,172,391
1886	1,720,335	643,052	194,488	329,248	1,907	2,811	2,891,811
1887	1,832,827	919,559	235,913	380,126	10,265	1,911	3,371,601
1888	1,889,805	1,164,019	441,957	318,839	27,631	85,826	3,928,077
1889	2,377,052	993,623	449,026	397,685	14,831	102,089	4,334,306

IMPORTS.

Imports into the Port of Victoria, B. C., for the fiscal year ending 30th June, 1890 :

	Total Imports. Value.	Entered for Consumption. Value.	Duty received.
Dutiable Goods.....	\$2,417,890 00	\$2,440,740 00	\$815,663 67
Chinese.....			4,110 00
Minor Revenues.....			9,157 28
Total.....			\$828,930 95
Free Goods.....	\$ 752,257 00	\$ 752,257 00	
Leaf Tobacco for Ex- cise purposes.....	23,078 00	22,561 00	
Grand Total..	\$3,193,225 00	\$3,215,558 00	\$828,930 95

Imports into the Port of New Westminster, B. C., for the fiscal year ending 30th June, 1890 :

Value.....	\$255,355 00
Duty Collected.....	60,231 69

Imports into the Port of Nanaimo, B. C., for the fiscal
year ending 30th June, 1890 :

Dutiable Goods from United States.....	\$166,917 00
“ “ “ United Kingdom.....	33,077 00
“ “ “ China.....	121 00
“ “ “ Japan.....	360 00
“ “ “ Germany.....	237 00
“ “ “ Austria.....	106 00
Total Dutiable Goods.....	\$200,818 00
Free Goods from United States.....	22,542 00
“ “ “ United Kingdom.....	7,506 00
“ “ “ China.....	2,164 00
“ “ “ Japan.....	361 00
Total Free Goods.....	\$ 32,573 00
Total Imports.....	\$233,391 00
Total Duties Collected.....	\$ 48,885 00

Imports into the Port of Vancouver, B. C., for the fiscal
year ending 30th June, 1890 :

Total value of Imports.....	\$698,170 00
Duties collected.....	153,354 75



Imports into the Province of British Columbia for 18
years ending 30th June, 1889 :

	Value of Total Imports.	Goods Entered for Home Consumption.			
		Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872.....	\$1,790,352 00	\$1,600,361 00	\$166,707	\$1,767,068 00	\$542,400 48
From Canada.....	22,215 00		22,215	22,215 00	
To 30th June, 1873.....	2,191,011 00	1,569,112 00	507,364	2,076,476 00	302,147 65
From Canada.....	75,694 00		75,694	75,694 00	
To 30th June, 1874.....	2,085,560 00	1,676,792 00	371,544	2,048,336 00	336,494 47
From Canada.....	66,104 00		66,104	66,104 00	
To 30th June, 1875.....	2,543,552 00	1,924,482 00	566,111	2,490,593 00	413,921 50
From Canada.....	117,654 00		117,654	117,654 00	
To 30th June, 1876.....	2,997,597 00	2,237,072 00	707,906	2,944,978 00	488,384 52
From Canada.....	129,735 00		129,735	129,735 00	
To 30th June, 1877.....	2,220,968 00	1,820,391 00	346,318	2,166,709 00	403,520 21
From Canada.....	163,142 00		163,142	163,142 00	
To 30th June, 1878.....	2,244,503 00	1,905,201 00	367,926	2,273,127 00	426,125 14
From Canada.....	144,754 00		144,754	144,754 00	
To 30th June, 1879.....	2,440,781 00	1,997,125 00	320,326	2,317,451 00	484,704 04
From Canada.....	184,951 00		184,951	208,072 00	
To 30th June, 1880.....	1,689,394 00	1,614,165 00	122,451	2,457,116 00	450,175 43
From Canada.....	208,072 00		208,072	184,951 00	
To 30th June, 1881.....	2,489,643 00	2,214,153 00	242,963	1,736,616 00	589,423 62
From Canada.....	387,111 00		387,111	387,111 00	
To 30th June, 1882.....	2,890,223 00	2,472,174 00	404,287	2,875,461 00	678,104 53
From Canada.....	449,768 00		449,768	449,768 00	
To 30th June, 1883.....	3,937,536 00	3,331,023 00	550,833	3,866,856 00	907,765 54
From Canada.....	624,207 00		624,207	624,207 00	
To 30th June, 1884.....	4,142,286 00	3,337,642 00	702,693	4,040,335 00	884,076 21
From Canada.....	789,287 00		789,287	789,287 00	
To 30th June, 1885.....	4,089,492 00	3,458,529 00	564,923	4,023,452 00	906,143 64
From Canada.....	927,054 00		927,054	927,054 00	
To 30th June, 1886.....	3,953,299 00	2,951,379 00	1,060,347	4,011,726 00	880,226 65
To 30th June, 1887.....	3,547,852 00	3,065,791 00	560,348	3,626,139 00	883,421 53
To 30th June, 1888.....	3,509,951 00	2,674,941 00	729,266	3,401,207 00	861,465 14
To 30th June, 1889.....	3,763,127 00	2,002,646 00	807,140	3,809,786 00	974,675 69

Duties paid by the Province of British Columbia during
19 years, ending 30th June, 1890 :

Duties collected for year ending 30th June, 1872.....	\$ 342,400 84
Duties collected for year ending 30th June, 1873.....	301,147 65
Duties collected for year ending 30th June, 1874.....	336,491 87
Duties collected for year ending 30th June, 1875.....	413,991 50
Duties collected for year ending 30th June, 1876.....	488,383 52
Duties collected for year ending 30th June, 1877.....	403,930 21
Duties collected for year ending 30th June, 1878.....	426,125 14
Duties collected for year ending 30th June, 1879.....	484,704 04
Duties collected for year ending 30th June, 1880.....	450,175 43
Duties collected for year ending 30th June, 1881.....	589,423 61
Duties collected for year ending 30th June, 1882.....	678,104 53
Duties collected for year ending 30th June, 1883.....	907,765 54
Duties collected for year ending 30th June, 1884.....	884,076 21
Duties collected for year ending 30th June, 1885.....	906,143 64
Duties collected for year ending 30th June, 1886.....	880,226 65
Duties collected for year ending 30th June, 1887.....	877,188 78
Duties collected for year ending 30th June, 1888.....	873,952 26
Duties collected for year ending 30th June, 1889.....	1,015,578 26
Duties collected for year ending 30th June, 1890.....	1,091,402 39
	<u>\$ 12,412,347 91</u>

BY-LAWS

—OF THE—

BRITISH COLUMBIA BOARD OF TRADE,

AS AMENDED TO 30th JUNE, 1889.

APPENDIX No. 10.

MEETINGS.

I. The Annual General Meeting of Members of the "B. C. Board of Trade" shall be held on the first Friday in July at 3 p. m. The regular Quarterly Meetings of the Board shall be held at the same hour on the first Friday of the months of January, April, July and October each year, and at the time prescribed for the Annual General Meeting. Should the day of Meeting, either Annual or Quarterly, fall on a legal holiday, the Meeting shall be held the following day.

QUORUM.

II. At any General Meeting seven members present in person shall constitute a quorum for the transaction of business. At Council Meetings five shall form a quorum (including the President, Vice-President, or Member elected to act as Chairman). Should a quorum not be formed by 3.30 on any occasion, the Meeting shall stand adjourned for one week.

PLACE OF MEETING.

III. The place of meeting shall be arranged from time to time by the Council, and mentioned in the Notices calling each Meeting until such time as a regular place of Meeting shall have been determined by the Council.

ORDER OF BUSINESS.

- IV. Reading Minutes of last Meeting.
 Reports and Communications.
 Elections to fill Vacancies.
 Nomination and Election of new Members.
 Unfinished business.
 Miscellaneous business.

AUDIT.

V. At the regular Quarterly Meeting held in April of each year the President shall appoint a Committee of three to audit the books and accounts of the Secretary-Treasurer for presentation at the Annual General Meeting.

MOTIONS.

VI. All motions, except those for previous questions, postponement or adjournment, shall be made in writing; and no debate shall be permitted except on a motion regularly moved and seconded; every motion made in writing shall be read by the proposer in his place previous to offering it to the President.

(a.) No Member shall speak twice on the same subject except by permission or by way of explanation.

(b.) A Member may call for the division on any motion, should any doubt exist as to the ruling of the President.

ALTERATION OF BY-LAWS.

VII. Notice to amend any By-Laws or to introduce a new ones all be made in writing at the regular Quarterly Meeting next previous to the one at which it is intended to be considered. Any such notice as aforesaid must contain in full the wording of the proposed amendment or addition.

SUBSCRIPTIONS.

VIII. (a.) The annual subscription of Members shall be twelve dollars, payable by quarterly instalments of three dollars in advance, to the Secretary at the office of the Council of the Board of Trade.

(b.) Members in arrears for three months shall be deemed delinquent and their names shall be posted up in the office of the Board for one month, and the Secretary shall notify them to that effect. After thirty days from the date of such notice and posting, their names shall be liable to be removed from the "List of Members."

(c.) A list of delinquent Members (if any) shall be read at each Quarterly Meeting, and their names duly entered on the minutes of said Meeting.

ARBITRATION.

IX. (1.) Before any arbitration can be entered upon, the parties shall execute a bond of submission as provided by State hereinbefore expressed.

(2.) In case of arbitration the Arbitrators shall be selected from the "Board of Arbitration" as follows: Each party shall choose one arbitrator, and the third arbitrator shall be drawn by lot from the remainder of said Board by the Secretary of the Board, in the presence of the parties, unless a third shall have been agreed upon or chosen by the arbitrators within three days after the submission of the parties.

(3.) The three Arbitrators shall sit together, unless the parties shall consent to the matter being heard by one or two Arbitrators alone.

(4.) The decision of the majority of the Arbitrators, when more than two sit, shall be final and binding on both parties.

(5.) The fees for arbitration shall be as follows:

(a.) For every meeting where the cause is proceeded with, but an enlargement or postponement is made at the request of either party, not less than..... \$ 5 00

Nor more than..... 10 00

(b.) For every day's sitting, to consist of not less than five hours..... 10 00

(c.) For every sitting not extending to five hours, (fractional parts of hours being excluded) where the arbitration is actually proceeded with, --for each hour occupied in such proceedings, at the rate of..... 2 00

d.) Preparing forms of submission bond and forms of oath (to litigants not being Members of the Board), \$5.00 per set, said fee to be applied to the funds of the Board.

(6.) If any Arbitrator who has been duly selected in manner aforesaid, to act, refuses or neglects to attend such arbitration, he shall be liable to pay to the Secretary of said Board a fine of \$5.00 for each and every day on which he neglects to attend such arbitration, unless relieved by the Council. All fines inflicted as aforesaid to form part of the revenue of the Board of Trade.

PROXIES.

X. (1.) At all meetings of the Board no member shall be entitled to vote who has not paid all dues belonging to him.

(2.) Members in good standing shall be entitled to hold two proxies, and no more, for the purpose of voting at any meeting.

(3.) All proxies must be in writing and shall be deposited with the Secretary on or before the day of the meeting, and may be either Special or General.

EXPULSION OF MEMBERS.

XI. (1.) Any member who is declared an insolvent shall thereby be considered as retiring from the Board, but shall be entitled to be nominated for re-election at any time.

(2.) Any member can be expelled by the vote of three-fourths of the members present at any meeting specially called for the purpose, at which not less than one-half ($\frac{1}{2}$) of the whole number of members are present, either in person or represented by their proxies.

ENTRANCE FEE.

XII. On and after the first day of January, 1886, any person desirous of joining the Board of Trade shall pay an entrance fee of twenty dollars (\$20.00) in addition to his annual subscription.

XIII. Officers, Council and Arbitration Board shall be elected by ballot.

APPENDIX No. 11.

CUSTOMS OF THE PORT OF VICTORIA.

RATES OF COMMISSION.

Whenever no special agreement exists, the following shall be collectable:

1. On purchase of stocks, bonds, and all kinds of securities, including the drawing of bills for payment of the same... $2\frac{1}{2}$ per cent.
2. On sale of stocks, bonds, and all kinds of securities, including remittances in bills and guarantee... $2\frac{1}{2}$ per cent.
3. On purchase and sale of specie, gold dust and bullion... 1 per cent.
4. On sale of bills of exchange, with endorsement... $3\frac{1}{2}$ per cent.
5. On sale of bills of exchange, with endorsement... 1 per cent.
6. For endorsing bills of exchange, when desired... $2\frac{1}{2}$ per cent.

7. On sale of produce, &c., from California, Oregon, Washington State, Sandwich Island ports and other Pacific Coast ports, with guarantee.....7½ per cent.
8. On sale of merchandise from other ports, with guarantee..10 per cent.
9. On goods received on consignment and afterwards withdrawn.....3½ per cent.
10. On purchase and shipment of merchandise, with funds on hand, on cost and charges 5 per cent.
11. On purchase and shipment of merchandise without funds, and cost and charges.....7½ per cent.
12. For collecting and remitting delayed or mitigated accounts 10 per cent.
13. For collecting freight by vessels from foreign ports, on amount collected..... 5 per cent.
14. For collecting general claims..... 5 per cent.
15. For collecting general average,—on the first \$20,000 or any smaller amount..... 5 per cent.
16. For collecting general average,—on any excess over \$20,000 2½ per cent.
17. On purchase or sale of vessels..... 2 per cent.
18. For "Port Agency" to vessels with cargo or passengers from foreign ports, as under :

On vessels under 200 tons register.....	\$ 50 00
On vessels of 200 to 300 tons register.....	100 00
On vessels of 300 to 500 tons register.....	150 00
On vessels over 500 tons.....	200 00
19. For disbursements of vessels by consignees with funds on hand.....2½ per cent.
20. For disbursements of vessels by consignees without funds on hand..... 5 per cent.
21. For procuring freight or passengers..... 5 per cent.
22. For chartering vessels, on amount of freight, actual or estimated, to be considered as due when the "Charter Parties" or memorandum of their conditions, &c., are signed..... 5 per cent.
23. On giving bonds for vessels under attachment in litigated cases, on amount of the liability 2½ per cent.
24. For landing and reshipping goods from vessels in distress, on invoice value, or in its absence, on market value 5 per cent.
25. For receiving and forwarding goods, on invoice amount..2½ per cent.
26. For advancing on freight to be earned 5 per cent.

27. For effecting marine insurance, —on the amount insured. $\frac{1}{2}$ per cent.
28. The foregoing commissions to be exclusive of brokerage, and every charge actually incurred.
29. Vessels to pay clerk hire and the labor on the wharf, sorting and delivering cargo.
30. The receipt of bills of lading to be considered equivalent to receipt of the goods.

RATES OF STORAGE ON MERCHANDISE.

STORAGE PER MONTH.

On measurement goods, 50 cents per ton of forty cubic feet (40 c. ft.). On heavy goods, 50 cents per ton of 2,240 lbs. Or in either case the amount actually paid if more. The consignee to have the option of charging by measurement or weight.

Any fraction of a month to be charged as a month.

REGULATIONS.

(a.) Concerning the delivery of merchandise, payment of freight, &c. : When no express stipulation exists per bill of lading, goods are to be considered as deliverable on shore.

(b.) Freight on all goods to be paid, or secured to the satisfaction of the captain or consignee of the vessel, prior to the delivery of the goods.

(c.) After delivery to the purchaser of goods sold no claims for damage, deficiency, or other cause shall be admissable, after goods sold and delivered have once left the City.

(d.) When foreign bills of lading expressly stipulate that the freight shall be paid in a specific coin, then the same must be procured if required, or its equivalent given,—the rate to be determined by the current value at the time at the Banks.

WHARVES.

(1.) The proprietor or occupant of the adjoining property may "overlap" by using the outer berth, or may use the inner berth if not required.

(2.) Not more than two vessels shall be allowed to lie abreast of any wharf at the same time unless they can do so without occupying a greater depth (or space) than 60 feet from the water front.

The foregoing By-Laws, Rules and Regulations were submitted to

and approved by the members present at the Quarterly General Meeting of the British Columbia Board of Trade, held on the 2nd of October, and finally adopted at an adjourned General Meeting on the 8th of October, A. D. 1879.

APPENDIX No. 13.

Ports of Victoria and Esquimalt, British Columbia.

PORT CHARGES.

Vessels bound to other Ports, coming to an anchor in Royal Roads, Pilotage free, except services of Pilot are employed, when Pilotage according to the following graduated scale shall be payable :

Inside or North of Race Rocks to Royal Bay	\$0 75 per foot.
Beachy Head to Royal Bay	1 50 "
Pillar Point to Royal Bay	3 00 "
Cape Flattery to Royal Bay	6 00 "

Vessels entering into or clearing from undermentioned Ports :

Esquimalt Harbor (under sail)	\$4 00 per foot.
Do. (under steam or in tow)	3 00 "
Victoria Harbor (under sail)	4 00 "
Do. (under steam or in tow)	3 00 "

Vessels proceeding from Victoria to Esquimalt, and vice versa, and having discharged or received a portion of their cargo in either harbor, and having paid full pilotage into either harbor, if proceeding with the assistance of steam, shall pay \$1.50 per foot.

Towage from Royal Roads or Esquimalt to Victoria Harbor, from \$50.00 to \$75.00.

Towage from Victoria, Esquimalt Harbor, or Royal Roads, to Sea, outside Cape Flattery, from \$100.00 to \$150.00.

Towage from Victoria and Esquimalt Harbor, or Royal Roads, to Burrard Inlet or Nanaimo and back :

For vessels 400 tons and up to 500 tons.	\$350 00
" 500 " 600 "	400 00
" 600 " 700 "	425 00
" 700 " 800 "	450 00
" 800 " 900 "	475 00

For vessels 900 tons and up to 1000 tons.....	525 00
“ 1000 “ 1100 “	550 00
“ 1100 “ 1200 “	575 00
Over 1200 tons	600 00

SIGNALS.

- One Whistle, Trim Yards.
 Two “ Set Fore and Aft Sails.
 Three “ Square Sails.
 Four “ Let go Hawser.

Ships to supply their own Hawser.

BALLAST (Shingle)—From \$1.00 to \$1.25 per ton.

FRESH WATER (at Esquimalt)—\$1.00 per 1,000 gallons.

“ (at Victoria)—

WHARFAGE—Free.

HOSPITAL DUES—Two cents per ton register. Sick mariners are provided with medical attendance and board free of charge, at the Government Marine Hospital, Victoria.

STEVEDORE CHARGES—For Stowing Salmon, 50 cents per ton weight of 2,240 pounds.

For Stowing Lumber, from \$1.25 to \$1.50 per million feet.

For Discharging General Cargo, 50 cents per ton of 3,240 lbs.

Ballast to be discharged in not less than 20 fathoms of water. This applies also to the harbors of Nanaimo and Burrard Inlet, B. C.

APPENDIX No. 14.

Esquimalt Graving Dock.

SCALE OF CHARGES FOR USE OF DOCK.

The use of the Dock will be subject to the following tariff, viz :—

Gross tonnage of vessel.	For the first day of docking.	For each following day including the undocking day.
Tons.		Per Ton.
For all vessels up to 1000.....	\$400 00	10 cts.
From 1000 to 2000.....	500 00	8 cts.
2000 to 3000.....	600 00	6 cts.
3000 to 6000.....	700 00	5 cts.

All fractional parts of 50 tons to be counted and paid for as 50 tons. Cargoes to be charged at the same rates as tonnage, and no charge for ballast. Each day to be counted from 7 a. m. to 7 a. m., and each fractional part of a day will be charged as one day.

No reduction will be allowed for Sundays and holidays.

N. B.—No vessel will be admitted into the Dock until she has been duly entered in accordance with rule and regulation No. 1, on the entry books in the Dock Master's office, nor until after the sum of two hundred dollars (\$200.00) shall have been paid to the Dock Master as an entrance fee.



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VICTORIA.
Royal Swedish & Norwegian Consulate.

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VICTORIA, B. C.,

Merchants & Importers

Execute Indents for every description of British and Foreign Merchandise,
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SHIPPING AND INSURANCE AGENTS.
CHARTERS EFFECTED.

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JOHN CUBITT GOSTLING & CO., PORTLAND CEMENT.

Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885, Pianofortes.

J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.

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Ewen and Co., "Lion;" Bon Accord Fishery Co.; British Columbia
Packing Co., "Caledonia" and "Indian" Brands; A. J. McLellan's
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INVESTMENTS MADE FOR NON-RESIDENTS.

INTEREST PAID ON TIME DEPOSITS.

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H. T. CEPERLEY, Managing Director.

F. C. COTTON, M. P. P., H. E. MCKEE (Pres. Vancouver Electric Railway & Illuminating Co.), H. A. JONES AND GEO. TURNER, Directors.

VANCOUVER, B. C.

Bank of British Columbia

Incorporated by Royal Charter, 1862.

CAPITAL - - - \$3,000,000.

(With power to increase.)

RESERVE FUND - - - \$1,000,000.

LONDON OFFICE 60 Lombard Street, London.

Branches at San Francisco, Cal. ; Portland, Or. ; Victoria, B. C. ; New Westminster, B. C. ; Vancouver, B. C. ; Nanaimo, B. C. ; Kamloops, B. C. ; Tacoma and Seattle, Wash.

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India, China, Japan, Australia, New Zealand, Hong Kong and Shanghai Bank Corporation; Chartered Bank of India, Australia and China; English, Scottish and Australian Chartered Bank; Bank of Australasia; Commercial Bank Co. of Sydney, Mexico and South America--London Bank of Mexico and South America.

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Agents Queen Cannery, Fraser River.

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W. JAMESON & Co.	Dublin	WHISKEY
HIRAM WALKER & SONS.	Walkerville	WHISKEY
M. B. FOSTER & SONS.	London	BASS' ALE
"	"	"
"	"	GUINNESS' STOUT
G. PRELLER & Co.	Bordeaux	CLARET AND WHITE WINE
COCKBURN, SMITHER & Co.	Oporto	PORT WINE
WILLIAMS, HUMBERT & Co.	Xeres	SHERRY
J. J. FRY & Co.	Bristol	CHOCOLATE
CORRY & Co.	Belfast	GINGER ALE
GEO. WOSTENHOLM & SONS.	Sheffield	CUTLERY
ROSE & SON.	London	LIME JUICE CORDIAL
DIMBER, McMASTER & Co.	Gilford, Ireland	TWINE
DOULTON & Co.	London	DRAIN PIPES
THE CENTRAL AGENCY.	Glasgow	SPOOL COTTON
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Bank ^{OF} British North America

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INCORPORATED BY ROYAL CHARTER IN 1840.

PAID UP CAPITAL - - - \$5,000,000.

RESERVE FUND - - - \$1,250,000.

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VICTORIA---C. H. BUPNS, Manager.

VANCOUVER---D. SIMPSON, Agent.

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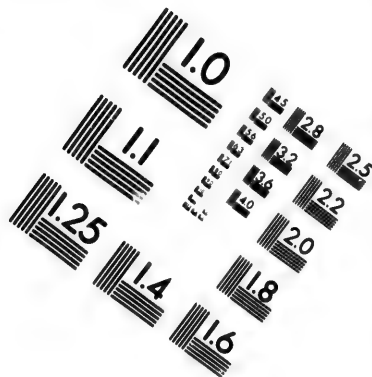
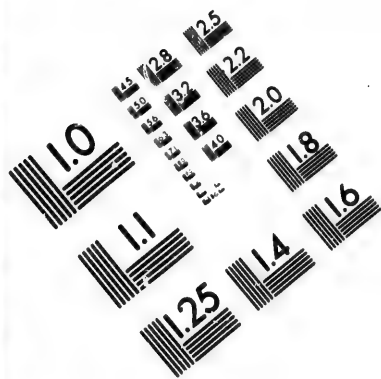
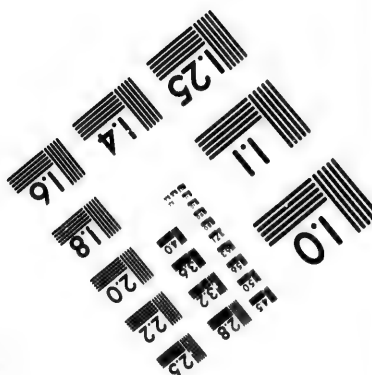
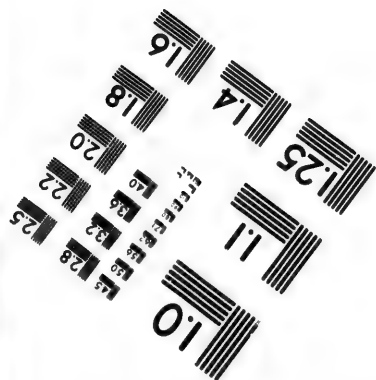
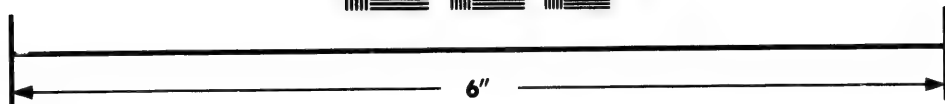
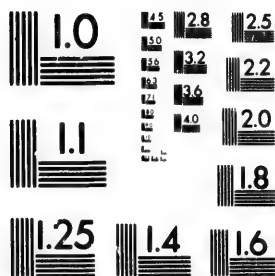


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Orient is less than from any seaport on this coast, not to mention the favorable direction of the Trade Winds, but the advantage, also of being in such close proximity to the coal fields of Vancouver Island, the coal of which stands unrivalled on the West Coast of America, from Cape Horn to the North Pole. The City of Victoria is situated on a promontory, surrounded by the placid waters of the Straits of Fuca. As a pleasure resort it stands foremost of any city on the Coast, with the well-made roads numerous in its vicinity, threading their way like the Meander through the oak and pine forests, the trees in the latter being of immense size. It is impossible for any traveller not to be struck with the vast forest wealth of our fair isle. Turning to the map of Victoria, it will be seen that she commands the whole of the rich sounds, gulfs and inlets which spread themselves for hundreds of miles around, tapping the vast regions of undeveloped wealth that centre to these deep waters down countless canyons and sloping valleys, whilst not only is she the first port that greets the hardy argonaut on his safe return to shore, but Vancouver, New Westminster, Wellington, Nanaimo, Whatecom, on the north and east, and Olympia, Port Angeles, Tacoma, Seattle and

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